

MASON'S
DELICIOUS
O.K.
SAUCE.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

YOUR FORTUNE
is wrapped up in your eyes. If
they are weakened then your
eyes are capacity is lowered,
unless you bring them to their
normal state, by the use of
ACCURATE GLASSES.
N. LAZARUS,
Optician,
12, Queen's Road C.

No. 20,353

號三十五百三第

日八初月八年亥癸

HONGKONG, TUESDAY, SEPTEMBER 18TH, 1923.

二拜禮

號八十月九年二十國民華中

PRICE, \$3 PER MONTH

INTIMATIONS

FRESH STOCKS

ALLSOPPS BRITISH PILSENER BEER

Specially Brewed

FOR

HOT CLIMATES.

SOLE AGENTS:

CALDBECK, MACGREGOR

& CO., LTD.

15, QUEEN'S ROAD.

TEL. 75 CENTRAL.

SPORTING.

SPORTING GUNS BY W. W. GREENER
and Other Makers—British, French and
American—also SPORTING CARTRIDGES
of all descriptions.

Sportmen are cordially invited to inspect
Samples of GUNS by WEBLEY and SCOTT
now on view at our Store.

THE HONGKONG SPORTING ARMS
AND AMMUNITION STORE,
5-6, BEACONSFIELD ARCADE.

PEAK TRAMWAYS CO. LIMITED.

TIME-TABLE.

WEEK DAYS.

7.00 a.m.	7.10 a.m.	every 15 minutes	Stop
7.30 "	8.00 "	" 10 "	"
8.00 "	8.30 "	" 10 "	"
8.30 "	8.47 "	" 10 "	"
8.47 "	8.54 "	" 10 "	"
8.54 "	9.01 "	" 10 "	"
9.01 "	9.11 "	" 10 "	"
9.11 "	9.20 "	" 10 "	"
9.20 "	9.30 a.m.	every 10 minutes	Stop
9.30 a.m.	10.00 "	" 15 "	"
10.00 "	10.30 "	" 15 "	"
10.30 "	10.47 "	" 15 "	"
10.47 "	10.57 "	" 15 "	"
10.57 "	11.04 "	" 15 "	"
11.04 "	11.13 "	" 15 "	"
11.13 "	11.20 "	" 15 "	"
11.20 "	11.30 p.m.	every 10 minutes	Stop
11.30 p.m.	12.00 "	" 15 "	"
12.00 "	12.30 "	" 15 "	"
12.30 "	12.40 "	" 15 "	"
12.40 "	12.47 "	" 15 "	"
12.47 "	12.57 "	" 15 "	"
12.57 "	1.04 "	" 15 "	"
1.04 "	1.13 "	" 15 "	"
1.13 "	1.20 "	" 15 "	"
1.20 "	1.30 p.m.	every 10 minutes	Stop
1.30 p.m.	2.00 "	" 15 "	"
2.00 "	2.30 "	" 15 "	"
2.30 "	2.40 "	" 15 "	"
2.40 "	2.47 "	" 15 "	"
2.47 "	2.57 "	" 15 "	"
2.57 "	3.04 "	" 15 "	"
3.04 "	3.13 "	" 15 "	"
3.13 "	3.20 "	" 15 "	"
3.20 "	3.30 p.m.	every 10 minutes	Stop
3.30 p.m.	4.00 "	" 15 "	"
4.00 "	4.30 "	" 15 "	"
4.30 "	4.40 "	" 15 "	"
4.40 "	4.47 "	" 15 "	"
4.47 "	4.57 "	" 15 "	"
4.57 "	5.04 "	" 15 "	"
5.04 "	5.13 "	" 15 "	"
5.13 "	5.20 "	" 15 "	"
5.20 "	5.30 p.m.	every 10 minutes	Stop
5.30 p.m.	6.00 "	" 15 "	"
6.00 "	6.30 "	" 15 "	"
6.30 "	6.40 "	" 15 "	"
6.40 "	6.47 "	" 15 "	"
6.47 "	6.57 "	" 15 "	"
6.57 "	7.04 "	" 15 "	"
7.04 "	7.13 "	" 15 "	"
7.13 "	7.20 "	" 15 "	"
7.20 "	7.30 "	" 15 "	"
7.30 "	7.47 "	" 15 "	"
7.47 "	7.54 "	" 15 "	"
7.54 "	8.03 "	" 15 "	"
8.03 "	8.10 "	" 15 "	"

SUNDAYS.

7.00 a.m.	7.10 a.m.	every 15 minutes	Stop
7.30 a.m.	8.00 "	" 10 "	"
8.00 "	8.30 "	" 10 "	"
8.30 "	8.47 "	" 10 "	"
8.47 "	8.54 "	" 10 "	"
8.54 "	9.01 "	" 10 "	"
9.01 "	9.11 "	" 10 "	"
9.11 "	9.20 "	" 10 "	"
9.20 "	9.30 a.m.	every 10 minutes	Stop
9.30 a.m.	10.00 "	" 15 "	"
10.00 "	10.30 "	" 15 "	"
10.30 "	10.47 "	" 15 "	"
10.47 "	10.57 "	" 15 "	"
10.57 "	11.04 "	" 15 "	"
11.04 "	11.13 "	" 15 "	"
11.13 "	11.20 "	" 15 "	"
11.20 "	11.30 p.m.	every 10 minutes	Stop
11.30 p.m.	12.00 "	" 15 "	"
12.00 "	12.30 "	" 15 "	"
12.30 "	12.40 "	" 15 "	"
12.40 "	12.47 "	" 15 "	"
12.47 "	12.57 "	" 15 "	"
12.57 "	1.04 "	" 15 "	"
1.04 "	1.13 "	" 15 "	"
1.13 "	1.20 "	" 15 "	"
1.20 "	1.30 p.m.	every 10 minutes	Stop
1.30 p.m.	2.00 "	" 15 "	"
2.00 "	2.30 "	" 15 "	"
2.30 "	2.40 "	" 15 "	"
2.40 "	2.47 "	" 15 "	"
2.47 "	2.57 "	" 15 "	"
2.57 "	3.04 "	" 15 "	"
3.04 "	3.13 "	" 15 "	"
3.13 "	3.20 "	" 15 "	"
3.20 "	3.30 p.m.	every 10 minutes	Stop
3.30 p.m.	4.00 "	" 15 "	"
4.00 "	4.30 "	" 15 "	"
4.30 "	4.40 "	" 15 "	"
4.40 "	4.47 "	" 15 "	"
4.47 "	4.57 "	" 15 "	"
4.57 "	5.04 "	" 15 "	"
5.04 "	5.13 "	" 15 "	"
5.13 "	5.20 "	" 15 "	"
5.20 "	5.30 p.m.	every 10 minutes	Stop
5.30 p.m.	6.00 "	" 15 "	"
6.00 "	6.30 "	" 15 "	"
6.30 "	6.40 "	" 15 "	"
6.40 "	6.47 "	" 15 "	"
6.47 "	6.57 "	" 15 "	"
6.57 "	7.04 "	" 15 "	"
7.04 "	7.13 "	" 15 "	"
7.13 "	7.20 "	" 15 "	"
7.20 "	7.30 "	" 15 "	"
7.30 "	7.47 "	" 15 "	"
7.47 "	7.54 "	" 15 "	"
7.54 "	8.03 "	" 15 "	"
8.03 "	8.10 "	" 15 "	"

SATURDAYS.

Extra Car—12 midnight.	
NIGHT CARS—WEEKDAYS AND SUNDAY	
8.00 p.m., 9.00 p.m., 9.20 p.m.	
9.30 p.m. to 11.00 p.m. every 30 minutes	
11.15 " " 11.45 " " 15 "	

SPECIAL CARS

By Arrangement at the Company's Office
ALEXANDER BUILDINGS
Hongkong, 1st June 1923.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after SATURDAY, SEPTEMBER 15th, 1923, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 1				No. 2				No. 3				No. 4				No. 5				No. 6				No. 7			
	Local		Local		Local		Local		Local		Local		Local		Local		Local		Local		Local		Local					
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.					
CAYTON (P.O. Sta. Tan.)																												
SHEK LUNG	dep.																											
Shan Chan	dep.																											
Shan Chan	dep.																											
Shan Chan	dep.																											
Shan Chan	dep.																											
Shan Chan	dep.																											
Shan Chan	dep.																											
Shan Chan	dep.																											
Shan Chan	dep.																											
Shan Chan	dep.																											
Shan Chan	dep.																											
Shan Chan	dep.																											
Shan Chan	dep.																											
Shan Chan	dep.																											
Shan Chan	dep.																											
Shan Chan	dep.																											
Shan Chan	dep.																											
Shan Chan	dep.																											
Shan Chan	dep.																											
Shan Chan	dep.																											
Shan Chan	dep.																											
Shan Chan	dep.																											
Shan Chan	dep.																											
Shan Chan	dep.																											
Shan Chan	dep.																											
Shan Chan	dep.																											
Shan Chan	dep.																											
Shan Chan	dep.																											
Shan Chan	dep.																											
Shan Chan	dep.																											
Shan Chan	dep.																											
Shan Chan	dep.																											
Shan Chan	dep.																											
Shan Chan	dep.																											
Shan Chan	dep.																											
Shan Chan	dep.																											
Shan Chan	dep.																											
Shan Chan	dep.																											
Shan Chan	dep.																											
Shan Chan	dep.																											
Shan Chan	dep.																											
Shan Chan	dep.																											
Shan Chan	dep.																											
Shan Chan	dep.																											
Shan Chan	dep.																											
Shan Chan	dep.																											
Shan Chan	dep.																											



Price: Per Case, 1 doz. qts., Duty Paid—\$26.00

SOLE AGENTS:
GANDE, PRICE & CO., LTD.
No. 8, QUEEN'S ROAD CENTRAL
Tel. Central No. 135. HONGKONG. (183)

DAIRY FARM NEWS, AND THE BEST YOU'VE HEARD FOR A LONG TIME.

We have Just Received
A Shipment of
CANADIAN FISH,
including
**RED SPRING SALMON,
CHICKEN HALIBUT,
SILVERSIDE SALMON.**
Order Early and Insure a Real Treat.

Harmless to Clothes or other Fabrics
L O L O T O L
Instant Death to All Insects and Germs
Scientifically Prepared by Expert Chemists
Spray Freely in Home or Office

A BETTER ARTICLE AT
A MUCH LOWER PRICE.

Obtainable at Leading Dispensaries and Stores.

RADIO EQUIPMENT

the Tests being made by the
Hongkong Hotel Co., Ltd.
May be heard in your own home, but be certain the Set you secure has been approved by the Postmaster General.

We Guarantee
Our British made Sets to comply with any future Rules and Regulations in respect of Receiving Sets in Hongkong.

ELECTRICAL DEPT.

Hongkong Hotel Co., Ltd.



PRESCRIPTIONS

When the Doctor prescribes he expects the Druggist to fill the prescription with Pure Drugs. The quality of our Drugs, Medicines and Toilet Goods is not surpassed. Have the Doctor's Prescription filled here and the result will be satisfactory.

THE PHARMACY

The Red Building (opposite Low's Hotel St.)

GOLF CHAMPIONS AND THEIR METHODS.

LIGHT & VICE-LIKE CLUB-GRIP.

A correspondent writing in the *Observer*, says:—

No subject is of greater interest to the golfer than the styles of the champions, not because the average player fatters himself that in his attempt to copy slavishly their methods the results will be the same, but because he is ever on the look-out for guidance and hints on essential matters that may help him to make some sort of progress in this most elusive and tantalising game. One of the essential matters is that of the grip. It is an all-important subject, and yet it does not receive the attention from the ordinary golfer that it deserves.

I have often heard it said that the question of the grip scarcely matters, because each individual has his own way of holding or seizing an implement of attack, and that he performs the act in a manner best suited to himself. This may seem very plausible, like the three-card trick, for instance; but in practice it is apt to work quite differently. The natural way of wielding a stick with the object of imparting the maximum force to the blow is to grasp it in the palms of both hands. This is the approved method of the gentleman, whom you see driving chisels into beds of concrete. But if by no means follows that it is the best method of hitting a golf ball where distance is imperative. And yet you see golfers, men, apparently of average intelligence, gripping a golf club as if it were a sledge hammer. The fact that this palm grip with the thumbs round the shaft is used by Mr. John Ball and Lord and was employed by that great golfer, the late Mr. Jack Graham, does not prove that it is the ideal grip; rather, I think it shows that these men achieved success in spite of a method of gripping abandoned by all the acknowledged experts, both British and American, in favour of the overlapping form.

HAVERS' VIEW.

I intended to approach the subject from a different angle—the tightness of the grip. Although most of the distinguished golfers agree that "overlapping," invented by Mr. John Laidlaw and made fashionable by Vardon, has stood the supreme test, there is divergence of opinion on the question of the tautness of the grip, and whether both hands should exercise the same amount of pressure, or whether one should be the master hand and the other act as guide or support. Havers, the new champion, has reopened the matter by declaring that the grip should be tight, almost vice-like, with every finger of both hands, and that the degree of pressure on the shaft should be the same with both hands. I travelled south with Havers after his victory at Troon and Gullinagles, and during the journey I had an interesting chat on this and kindred topics. Two things emerged quite clear—(1) that the fetish of the straight left arm can be, and is, overcome, and (2) in order to impart the maximum of power into the blow the club must be held as tightly as possible.

Havers certainly practices what he preaches. If you follow him in the preliminary before the final address of the clubhead to the ball, you will notice that he is adjusting his fingers and hands on the shaft, and that he is locking them by the exercise of tremendous pressure. But tightness and pressure are not such that wrists and arms become musclebound, and movement resembles more the action of a pump-handle than that of a gigantic spring. A loose hold may develop into what is known as the "sliding grip," of which Duncan and Havers both have a profound horror. At the top of the swing the club falls into the web formed by the thumb and first finger of the right hand. In the course of the downward swing the club is supposed to return to its original position in the fingers. But it often fails to do so, and then the shot is ruined. In my recollection there is only one first-class golfer who obtained good results from the "sliding grip," and his name is James Sherlock. As a matter of fact, Sherlock depends upon the "slide" to complete his swing.

DUNCAN'S METHOD.

Duncan and Havers, however, part company when it comes to the functions of the two hands in the matter of tightness. Duncan says that the grip with the right hand should not be tight at the address or at the start of the swing. To do so is tantamount to "pressing." It is only when half the upward swing has been completed that the right hand should come into action. In "Fresno Day Golf," Duncan amplifies this teaching by saying: "The greatest trouble that both Taylor and Vardon have in playing golf is to keep the right hand from doing more than its share in the up-swing. It is a very common trouble with many less famous golfers, so often are we tempted to try a little extra pressure. Then the right hand increases its pressure and the whole swing is spoiled. Naturally, if the right hand is gripping the club tight it will take the nearest way to the top, and instead of swinging, or slipping the club up, it is lifted up—it is impossible to get the true arc if the right hand absolutely overpowers the left, and the start as the left shoulder is doing nothing, and a swing cannot be accomplished unless the left shoulder is moving."

Now, Vardon, who has devoted much hard thinking to the subject, is as emphatic as any man can be that a vice-like grip with all the fingers of both hands is wrong and subversive of all good golf. In effect, he says, "Grip firmly with the thumb and first finger of each hand, but with the other fingers it is only necessary just to hold the club." No swing, he adds, can be free and true if you grasp the club as if you are afraid it will jump out of your grasp. Vardon goes into the matter more fully in "The Complete Golfer," where he observes that "the grip with the first finger and thumb of my right hand is very firm, and the pressure of the little finger on the knuckle of the left hand is very decided. In the same way it is the thumb and first finger of the left hand that have most of the gripping to do. Again, the palm of the right hand presses hard against the thumb of the left."

(Continued at foot of next column.)

SCOTTISH SPORT

CRICKET RIVALRIES.

[FROM OUR OWN CORRESPONDENT.]

Edinburgh, August 15th.

Considering that there are only a few more weeks of the season to run, interest in Scottish cricket continues well maintained. There were several notable individual batting displays, R. M. Thorburn, Peebles County; Elliot, Burntisland; and Cloughton, Forfarshire, all having their names added to this season's list of century scorers. The outcome of the Scottish Counties Championship matches leaves the position in a more open state than ever, as Perthshire and Fifeshire are now bracketed together at the top of the table, with Forfarshire in close attendance. The game between the leaders this week is therefore of vital importance to them but no matter which wins, if either, Forfarshire could tie, as they have still two matches to play. In the event of a draw at Perth, Forfarshire's prospects of securing the honour would be considerably enhanced, even allowing that they have to visit Alloa and Stirling. Aberdeen, apparently destined to occupy the lowest rung on the championship ladder, made a splendid effort to retrieve their position at the expense of Perthshire, but hitting quite a respectable defence and hitting quite a respectable score they had to admit defeat by a better all-round team. The ultimate issue of the Western Union competition is much clearer. Uddingston, though not in an impregnable position, having the honour, as the result of their fine victory over West of Scotland, practically within their reach.

Capt. Alexander, Gordon Highlanders, playing for Aberdeenshire, made his last appearance in Scottish County Cricket prior to sailing for India to take over regimental duties.

John Kerr, the Captain of the Scottish team and also of the Greenock Club, has completed his 1,000 runs for the season. He has on three occasions exceeded the century his best total being 173 not out against Ireland. In his match this week he nearly made a fourth century-96.

The rupture of the Scottish County Cricket Competition has not materialised. It has been agreed to continue the arrangement of "no professional" for another season. Forfarshire found that the support for the proposal of reintroduction was not very strong, and wisely fell into line with the general opinion, and so evaporated the sensation of withdrawal, as had been threatened by the Forthill authorities. It is difficult to follow the idea that professionals would brighten the game and make it more attractive to spectators. Free batting is what the crowd wants, and the effect of the introduction of the highly skilled paid bowler is to make the average amateur batsman tend to carefulness. Batting, according to the argument, has been too successful this term, and the way of reform is to make it less so; it is to be feared that small scores and quick decisions are not what the public desires so much as a game carried on over the full term in "live" fashion.

Counties Championship.

Clackmannan, 103; Aberdeenshire, 58. Aberdeenshire, 163; Perthshire, 228 for 5. Fifeshire, 182 for 2 declared; Stirling County, 125 for 6.

Western Union.

West of Scotland, 67; Uddingston, 96. Greenock, 195 for 5 declared; Ayr, 131 for 8. Polce, 105; Clydesdale, 81.

Club Matches.

Grange, 248 for 8 declared; Leith Franklin, 45. Stewart's, 91; Brunswick, 40. Arbroath, 202 for 7 declared; Clackmannan-shire, 101 for 8. Kirkcaldy, 70; Forfarshire, 233 for 5. R.H.S., F.P., 85 for 2; Drumpellier, 220 for 6. Selkirk, 125; Gala, 61.

FINE BRITISH FENCING VICTORY.

The British fencing team on July 22nd defeated the Americans at the Hotel Cecil in the third and final Test match by 10 to 6. This victory gave Great Britain the rubber in the series of three Test matches by 24 to 22, and she thus comes into possession of the Thompson Trophy, which is competed for each second year.

VARDON'S DOGMA.

This completes the grip, so far as the address is concerned. We will now trace it in the course of the swing itself. "In the upward swing," Vardon goes on, "the pressure is gradually decreased, until when the club reaches the turning point, there is no longer any such pressure; indeed, at this point, the palm and the thumb are barely in contact. This release is a natural one, and will, or should, come naturally to the player for the purpose of allowing the head of the club to swing well and freely back. But the grip of the thumb and first finger of the right hand, as well as that of the little finger upon the knuckle of the first finger of the left hand, is still firm as at the beginning. As the clubhead is swung back again towards the ball, the palm of the right hand and the thumb of the left gradually come together again."

This release at the top of the swing, which Vardon speaks of, is very noticeable in the case of both Ray and Mitchell. The pressure of the hands is so far increased as to show them open with the shaft resting solely in the roots of the fingers. And as the club is brought down, chiefly by leverage of the left hand, and arm, the two hands are brought together once more until there is no measurable space between them.

WORLD THEATRE

MONDAY, 17th, & TUESDAY, 18th September,
at 5.15 and 9.15 P.M.

ROBERTSON-COLE

PRESENTS

H. B. WARNER

in

HAUNTING SHADOWS

A Gripping Drama of Crooks, Cash, and The
Strange Will of An Eccentric Millionaire

USUAL PRICES.

BOOKING AT THE THEATRE.

ASAHI BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO.

LIMITED.

TOKYO, JAPAN.

SOLE AGENTS

mitsui BUSSAN KAISHA, LTD

HONGKONG.



RUSSO-ASIATIC BANK.

CAPITAL (FULLY-PAID) ... 55,000,000
RESERVE FUND ... 25,980,000
CAPITAL CONTRIBUTED BY THE
CHINESE GOVERNMENT ... 3,500,000
RESERVE FUND ... 1,750,000

HEAD OFFICE:

Paris 9, Rue Boudreau.

LONDON OFFICE:

64, Old Broad Street, E.C. 2.

BANKERS:

LONDON: Messrs. Glyn, Mills, Currie & Co.
Societe Generale pour Favoriser le
Developpement du Commerce et de l'Industrie en France.

PARIS: Societe Generale pour Favoriser le
Developpement du Commerce et de l'Industrie en France.

LYONS: Societe Generale pour Favoriser le
Developpement du Commerce et de l'Industrie en France.

NEW YORK: The Irving Bank—Columbia
Trust Company.

SAN FRANCISCO: The Crocker National Bank
of San Francisco.

CHANGCHUN: Hankow, Manchouli, Tientsin,
Chaochow, Harbin, Newchwang, Urumchik,
Dairen, Hongkong, Peking, Yokohama,
Kobe, Shanghai.

HONGKONG BRANCH:
Interest allowed on Current Accounts and
Fixed Deposits. Terms on application. Local
Bills discounted.

Foreign Exchange on the Principal Cities of
the World bought and sold.

E. A. RODGERS,
Manager.

637

"Boy! A Good Smoke, my
Slippers and Armchair."

THE

HONGKONG CIGAR STORE, LTD.

Do not supply Slippers and
Chair, but They do supply a

GOOD SMOKE.

When in doubt about your eyes
or your glasses

Consult

CHINESE OPTICAL CO.

Eye-sight Specialists.

67, QUEEN'S ROAD CENTRAL

Hongkong.

THE AMERICAN EXPRESS CO.

INCORPORATED.

Head Office:

NEW YORK CITY.

INTERNATIONAL
BANKING-SHIPPING-TRAVEL

Eighty Offices are established in the Principal
Cities of the World to provide Commercial
Organizations and Private Individuals with a
complete World Wide Banking, Shipping and
Travel Service.

COMMERCIAL LETTERS OF CREDIT.
DEPOSIT AND CURRENT ACCOUNTS.

FOREIGN EXCHANGE.
LETTERS OF CREDIT.
TRAVELERS CHECKS.

LETTERS OF CREDIT.
STEAMSHIP PASSAGES.

HOTEL RESERVATIONS
BAGGAGE INSURANCE.

CABLE AND POSTAL REMITTANCES.
PURCHASE OF BILLS OF EXCHANGE.

Every approved Banking, Shipping and
Travel Transaction.

P. J. VANHECKE,
Manager.

637

"Boy! A Good Smoke, my
Slippers and Armchair."

THE

HONGKONG CIGAR STORE, LTD.

Do not supply Slippers and
Chair, but They do supply a

GOOD SMOKE.

When in doubt about your eyes
or your glasses

Consult

CHINESE OPTICAL CO.

Eye-sight Specialists.

67, QUEEN'S ROAD CENTRAL

Hongkong.

Obtainable Everywhere

H. RUTTONJEE & SON.

463

YETARZO

67, QUEEN'S ROAD CENTRAL

Hongkong.

S. K. F. BALL BEARINGS

ON ALL MACHINES YOU ORDER.

We can supply Bearings for all kinds of Machines.
POWER SAVING. NO HOT BEARINGS.
SELF ALIGNING. REQUIRE LESS ATTENTION.

THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.
SOLE AGENTS FOR HONGKONG.
Tel. Central 236. Address: 2, Queen's Buildings.



CELEBRITY RECORDS BY ARTISTS WHO ARE MAKING MUSICAL HISTORY AND WHO STAND AT THE VERY PINNACLE IN THE OPERATIC AND CONCERT FIELDS ARE THE DOMINATING FEATURE OF THE SHIPMENT JUST RECEIVED BY US. THE BEST EVER RECEIVED IN THE COLONY.

VOCAL. GRAND OPERAS.

I PAGLIACCI (Leoncavallo) Prologue ... Riccardo Stracciari, Baritone.
Do. Vesti la giubba (On with the Play) ... Nino Ficallega, Tenor.
Do. O. Colombine (Harlequin's Serenade) ... G. Zenatello, Tenor.
BARBER OF SEVILLE (Rossini). Numero Quindici (Number Fifteen) ... A. Bonci (Tenor) and Ferruccio Corradetti (Baritone).
Do. Voi dovreste travestirvi (You must disguise yourself) ... Pasquale Amato, Baritone.
TANNHAUSER (Wagner) Oh! tu bell'astro (The Evening Star) ... Riccardo Stracciari, Baritone.
I VESPRE SICILIANI Aria di Montforti (Montforti's Aria) ... Riccardo Stracciari, Baritone.
LUCIA DE LAMMERMOOR (Donizetti) Tu che a Dio spingesti l'ail (Thou hast spread thy wings) ... Alfred Piccarer, Tenor.
TOSCA E lucevan le stelle (The stars were shining) ... Nino Ficallega, Tenor.
MEFISTOFELE (Boito) Son lo spirito ... Adamo Dilar, Bass.
RICOLETTO (Verdi) La donna e mobile ... C. Laor-Volpi, Tenor.

OKEH STUDIO.

5, DES VŒUX ROAD CENTRAL (CORNER OF ICE HOUSE STREET).
TEL. NO.—CENTRAL 4433.

NOTICE.

**MESSRS. FINDLATER, MACKIE,
TODD & CO., LTD.,**
WINE & SPIRIT MERCHANTS;
LONDON.

The Agency for this Old Established, and Well Known Firm has been transferred from CARTERS, to JAMES H. BACKHOUSE, LTD., No. 1A, CHATER ROAD.

RADIO PARTS

Just Arrived.

NIKKO & CO.

71, Des Vœux Road,
Corner Pottinger Street.

WAYGOOD-OTIS LIFTS

For particulars and quotations apply to

The Sole Agents—**DODWELL & CO., LTD**

MACHINERY DEPARTMENT.

TELEPHONE C. 1030.

SPORT. LAWN BOWLS.

SHANGHAI SUFFER ANOTHER REVERSE.

Things have not gone right for the Shanghai Interport bowlers since their arrival in Hongkong a week ago and yesterday their misfortunes continued at the Kowloon Cricket Club where they suffered another reverse in a friendly match with a team selected from the bowling section of the K.C.C. The defeat was by no means a disgrace as the visitors only lost by the narrowest possible margin—one point (23-22). As it was they had had "joss" in not securing a tie. At the last head of the match Kowloon were leading by two points, when, by a nicely placed "wood" the Shanghai Skip (Cheetham) altered the lay so that Shanghai were lying two (just what was necessary to make it a tie). Gibson (the Kowloon C.C. Skip) got through with his wood and robbed the visitors of one of those two much needed points and thus the match was won and lost.

On the whole the play was inclined to be ragged, neither side showing the form witnessed in last week's matches. As for the Shanghai players they seemed quite content with the thought that they were giving their opponents a game. They did not give one the impression that they were taking the match very seriously—probably a little relaxation on their part now that the big match is over.

There was nothing outstanding in the game collectively or individually. Nicholls (the K.C.C. No. 1) showed the best form but he, at times, was not too safe. He was very good on a medium length head and could then be relied on to get in at least one of his woods. Davis, as No. 2 for Kowloon did not get the "run of the green" and rolled many short balls. Stevens' luck varied but when called upon to "drive" he did so with certainty. As to the Shanghai men they were not in form. Tomlinson (No. 3) (with the exception of Shaw at times) was the only one to meet with any degree of success. Poignand (No. 1) for the most part was held by Nicholls whilst Cheetham (Skip) was about on a par with Gibson (Hongkong Skip).

Though the game was ragged, nevertheless towards the end, when both teams were practically running level, the close finish provided some excitement. For the first four heads Shanghai did not score a point whilst their opponents had registered 10 to their credit. Then for the next seven heads Shanghai had it all their own way, the tenth head giving them a "bunch" of shots—six. At the end of the eleventh they had drawn level. Kowloon took the next two heads, giving them another five points (17-12). At the 16th head Shanghai, with four shots, took the lead for the first time (19-17). At the very next head there was another change, Kowloon getting four shots in, giving them the lead again by two points (21-19). Two points for Shanghai at the next head made it a tie (21 all). At the nineteenth and twentieth heads Kowloon secured one point in each and at the last head the visitors secured one point. The final scores were 23-22.

The team were:—
KOWLOON C.C. SHANGHAI.
Nicholls Poignand
Davis Shaw
Stevens Tomlinson
Gibson Cheetham

The progressive scores were:—

No. of head.	KOWLOON C.C.	SHANGHAI
1	4	—
2	1	—
3	2	—
4	10	—
5	10	1
6	10	2
7	12	3
8	12	1
9	12	5
10	12	6
11	12	1
12	15	12
13	17	12
14	17	1
15	17	15
16	17	4
17	21	19
18	21	2
19	22	21
20	23	21
21	23	1

CRICKET.

H.K.C.C. 1st TRIAL MATCH.

The following teams will play at 2.15 p.m. on Saturday, on the H.K.C.C. ground:—
L. D. McNicol (capt.), A. C. I. Bowker, E. G. England, W. Galloway, A. K. Mackenzie, M. M. Almas, D. B. Pent, T. B. Riddle, H. Spicer, R. F. Walker, J. R. Way and R. H. Wild.
H. E. Holland (capt.), T. G. Bennett, J. P. Bridger, A. V. T. Dunn, E. R. S. Dods, W. Hattersley, Smith, T. King, W. W. Mackenzie, G. R. More, O. H. Piercy, A. R. F. Raven, M. M. Watson. Umpires and Scorers.—R. J. R. Mitchell, R. E. A. Webster and H. Owen Hughes.

THE POLO INTERPORT MATCH.

HONGKONG'S CHANCES.

The Shanghai Interport polo team is expected to arrive in the Colony on Saturday, the 23rd inst., for the purpose of defending the interport cup against Hongkong. It will be remembered that last year Hongkong visited Shanghai, and were beaten after one of the hardest games on record in the contests. The game ran to nine chukkas at level pegging, when Hongkong lost a man through injuries, and went down by one goal. The year before Shanghai visited Hongkong and took the trophy away in a game which resulted in 3 goals to one. The team visiting Hongkong this year will be comprised of Mr. McMichael, who will probably play No. 1, Mr. Hickling, who will play No. 3, Mr. Newbiggin, who is expected to play No. 2, and Mr. Greig No. 4. Mr. McMichael is a veteran in interport matches, and is well known in Hongkong. The Shanghai ponies will arrive to-day, and are reputed to be a good string.

The Hongkong team will be drawn from Captain Neville, Mr. Boyd, Mr. Bartholomew, Mr. Dent, and Mr. Judd, but unfortunately these gentlemen are rather scattered just at present. Mr. Bartholomew is up the coast recovering from a nasty bout of malaria. Mr. Dent is in Canton, and Mr. Judd also has been suffering from fever. It is not yet known for certain whether Mr. Dent will be able to play or not. Nothing has been heard from him lately. The unfortunate part of the business lies in the fact that the team will have little chance of practicing in harness before their opponents arrive. It was originally expected that they would be able to put in a couple of months' solid training together, but, as it is, the team will probably play about two practice games. A certain amount of disappointment has been caused in sporting circles over this, for with the excellent string of ponies Hongkong has managed to gather together this year, and playing on the home ground, there was every anticipation of a win for Hongkong. However, things might be worse, and as it is Shanghai will have to go all out to win.

The Shanghai team will play practice polo matches on the Tuesday and Thursday following their arrival. The interport match will be played on Saturday, the 23rd inst., and an extra match (Married & Single) will take place on the Tuesday after. The intervening days will be occupied with interport golf, tennis, and swimming competitions between the two teams. The social entertainments will include a dinner at Government House on Thursday, the 27th, and a Polo Club dinner at the Causeway Bay Clubhouse on Sunday, the 30th.

HONGKONG SHARE MARKET CLOSING QUOTATIONS.

SEPTEMBER 17th, 1923.

Union Insurance	223 a.
Douglas Steamships	644 b.
Indo-China (Deferred)	1294 b.
"Star" Ferries	531 b.
Kowloon Wharves	156 b.
Shanghai Docks	118 b.
Hongkong Land	85 b.
Ewo Cotton Mills	1340 b., 131 sa.
Cement	28 f.
China Ironworks	24 b.
Dairy Farms	23 sa.
Waterloo's	17 b.
Walsons	211 b.
Hongkong Electric	311 b. & sa.
China Lights	1485 b.
Peak Tramways	1480 b.

b.—buyers; s.—sellers; sa.—sales.

THINK—

Isn't it Far Cheaper to keep Clothes Clean than to keep paying for New Clothes?



You want to be well dressed of course; but dressing well does not always mean buying New Clothes. Rather does it mean wearing Clothes that always look New.

Try Our

**DYEING AND
DRY CLEANING
SERVICE.**

Under European Supervision.

STEAM LAUNDRY CO.

HEAD OFFICE and WORKS: YAUWAT, Tel. K 32.
HONGKONG DEPOT: 16, Stanley Street, Tel. C 1379.

62, Praya East.
KOWLOON DEPOT: 19, Canton Road.
CANTON: 19, Sharki Central, East.

Write or Phone for complete PRICE-LIST.

PIANOS FOR SALE OR HIRE.

TSANG FOOK PIANO CO.,

TEL. 2127.

94A, WANCHAI ROAD.

SOME DISTANCES IN THE SOUTH CHINA SEA AND PHILIPPINE ISLANDS

By Capt. G. H. PENNEFATHER.

On Sale at—

BREWER & Co., Pedlar Street

YE OLDE PRINTERIE, LTD., Queen's Road.

SOMETHING YOU NEED.

**DRAWN WORK and EMBROIDERIES
of EVERY DESCRIPTION**

Shawls, Hand-made Laces, Drawn and Embroidered Handkerchiefs, Beaded Articles and Necklaces. Suitable for Xmas Presents to send Home.

CHINA SILK & EMBROIDERY CO., LTD.

Wholesale and Retail Merchants.

37, QUEEN'S ROAD CENTRAL (NEXT MADAM ELINT'S).

1869—Local Institution.

1923—An International Force.



BORN a little over fifty years ago with total resources of \$729,163, this Bank has to-day—through sound business principles, enterprise and service—a history of phenomenal growth to its credit, and resources of over 470 Million Dollars.

With 573 branches in Canada and Newfoundland and over 100 in Cuba, the West Indies, Central and South America, in addition to London, Paris, New York and Barcelona, complete banking facilities are placed at your disposal.

THE ROYAL BANK OF CANADA

"Ask us about Canada."

S. O. A. E. O.

THE FAR EAST OXYGEN AND ACETYLENE CO., LTD.



DEALERS and MANUFACTURERS of Oxygen, Acetylene, Carbonic Acid, Ammoniac, Anhydrous sulphurous gases, Carbide of Calcium, Motor Cycle acetylene tanks, and all necessary equipment for low and high pressure autogenous welding.

Autogenous welding of all metal by Oxy-Acetylenic and Electric processes.

Boiler Repairs a speciality.

Apply No. 20, Des Vœux Road Central, 2nd Floor.

Tel. Central No. 2344.

Prompt refilling at moderate prices of all kinds of Motor Cycle acetylene tanks.

THORNYCROFT

AND CO. LTD.
SHIPBUILDERS AND ENGINEERS
London, Southampton and Basingstoke

PASSENGER AND CARGO VESSELS OF ALL TYPES UP TO 5,000 TONS
OCEAN-GOING TUGS, MOTOR BOATS (SEA OR RIVER)
UP TO 50 KNOTS.

TURBINES AND RECIPROCATING MACHINERY AND PROPELLERS.
MARINE AND STATIONARY OIL ENGINES 8 TO 50 H.P.

MOTOR VEHICLES 2 TO 6 TONS.

WATER-TUBE BOILERS.

FOR QUOTATION, APPLY—

ROBERT DOLLAR BUILDING,
SHANGHAI.

"SELAYNE"



The Super Wool Taffeta

A delightful soft fabric in a light weight
most suitable for Autumn wear. Wears
is sunproof and tubproof.

Stocked in Shirts and Pyjamas

Mackintosh & Co., Ltd.,

Men's Wear Specialists.

Alexandra Building. Des Vaux Road.

TOILET & MEDICATED

SOAPS

You will find in Greatly Variety in Stock at

THE CHINA DISPENSARY

82, QUEEN'S ROAD C.

YEE SANG FAT CO.

JUST RECEIVED

A Large Assortment of
WARDROBE and CABIN TRUNKS
SUIT CASES and TRAVELLING RUGS
All at Reasonable Prices.

Latest Styles

WATER PROOF FOR RAINCOATS

Gents Ladies and Children.

YEE SANG FAT CO.

To obtain

The Best Results

You must employ

The Best Materials

We had this in mind when
selecting our supply of

ARTISTS' MATERIALS

Suitable for those attending school
or the more advanced student.

THE WING ON CO., LTD.

The Home of Value.

THE EARTHQUAKE IN JAPAN.

MORE STORIES BY SURVIVORS.

A NARRATIVE BY CAPTAIN W. E. KENT.

A LIST OF SURVIVORS.

HOW THE "EMPRESS OF AUSTRALIA" WAS SAVED.

A THRILLING NARRATIVE BY CAPTAIN KENT.

Hints of Capt. Kent's fine work in connection with the *Empress of Australia* were obtained from passengers aboard the *Empress of Canada*, says the *N.C. Daily News*. Capt. Kent would only give a sailor's version of it, but he had one of the most vivid stories to relate of his own personal experiences of the earthquake. He said:—

The earthquake is a thing of the past; in fact it seems so long ago that I almost find myself trying to believe it was but a dream. It is difficult to piece things together because incidents that happened only an hour after the first shock seem now to have happened days after.

It was a mere fluke that I was not in the Grand Hotel. I had intended remaining in the hotel during the forenoon, but some time after breakfast I was asked if I would take a small trunk back for some one in Shanghai. So, I agreed to go to the *Empress of Australia* and get it after 11.30 a.m.

I left the ship at 11.50, and the gang-way was unshipped at 11.57. There was a fairly good crowd on the pier, and many coloured good-bye ribbons flying, in fact a good-humoured, jolly crowd. Just because I never care for a crowd I walked up the pier by myself to see the ship cast off. There was a strong wind blowing, so that a tug was required to get the ship off. Suddenly something gave the wharf a tremendous jolt which nearly sent me off my feet. I immediately realized what it was and instinctively moved away from the shed—a passenger shed with restaurant on top—which was already assuming various shapes. About three or four of these terrific jolts collapsed the wharf where I was standing, and precipitated me into the water between the cement edging and the wood-work.

I have always had a horror of earthquakes, and I made sure I should be crushed. The solid cement, however, had been so displaced that the wooden plank did not again get back to its original position as the wharf surged, but instead was rapidly breaking up, which is the only reason I can account for my safety. Of course, I felt instinctively that I was going to be crushed. The whole pier was on the move, and from my position in the water I got a fleeting glance which I can never forget—the whole inside part looking shorewards had waves running along it like the sea—the earth and everything else going up and down.

About 50 yards of the pier, where it meets the shore, had become submerged, leaving horses, drays, and all kinds of objects floating and struggling in the water. EVERYTHING BLOTTED OUT. Up till now I should think that about a minute had elapsed, and a few seconds later everything was blotted out by the terrible dust arising from the destruction ashore. Practically speaking Yokohama collapsed at the first shock, which accounted for the dust reaching the pier almost immediately. The sun being obscured, the effect was demoralizing in the extreme, and, floating on a piece of wreckage as I was, with the remains of the wharf still heaving about and swaying the water to and fro, it does not take a vivid imagination to picture the predicament I was in.

Near me in the water three rickshamen were struggling to get to safety—they had been hung in with their rickshaws. I think two of them got out; the other seemed to be hit by a motor-car which plunged in. There had been four or five cars parked waiting for people on the *Empress*, and one of them was thrown into the water. With its chauffeur it took a regular header, just missing me, and it possibly struck the ricksha man, but of this I am not sure. But certainly the car plunged to the bottom.

I felt I could not remain long like this in the water, so a little later I managed to crawl out and get up on the cement work. This I was able to stand on—rather I sat for a while resting and trying to collect myself. At this moment I heard cries from a foreign child, but could not make out where they came from. It completely puzzled me. Later, I have reason to believe, in fact I was told that it must have been a child which was taken out of some wreckage in the shed, the floor of which had held. Accordingly when I had heard her she was not in the water.

THE "AUSTRALIA" HELPLESS.

When I was sufficiently recovered realized that the best thing would be to get back on the *Empress*, which I did. Here I found that the tug which was engaged to tow the ship off the wharf had deserted her at the first shock, so that owing to the high wind which was blowing, the captain was left helpless as far as getting away was concerned, as the wind was blowing on to the wharf. Neither could he get out sideways. It was actually impossible to move. At this time the dust had become so thick—smoke also commencing to mix with it—that it was impossible to judge the extent of the damage by observation. In one idea in the circumstances was to get away from the wharf, but as there was a ship moored astern this was impossible.

Before one o'clock a dull roar could be heard, but the smoke and dust obliterated everything as before. Occasionally, however, the Bund could be seen, so it was easy to realize that the whole of Yokohama would soon be on fire. This created a distinct menace to the *Empress of Australia* lying alongside the wharf, especially with the hard gale of wind blowing. What was worse, at 2 p.m. huge fires were raging at the head of the pier; the Customs sheds were on fire while barges, many large buildings at the back, the British Consulate, the Kencho Post Office and warehouses took fire in rapid succession. The heat created was tremendous, but still the *Empress of Australia* could not get out because of the vessel astern which apparently made no attempt to leave. This vessel was the *Steel Navigator*, and it was learned during the afternoon that the captain had been killed and that the chief officer had taken charge.

THE PIER ON FIRE.

About 4 p.m. the head of the pier took fire, caused by a lighter full of matches or lumber which had in turn been set ablaze by the heat from ashore. By this time the heat from Yokohama was terrific, and with the wharf taking fire the *Australia* seemed in great danger. The *Steel Navigator*, the vessel astern of the *Empress*, still did not seem to realize the imminence of the danger, and did not move, so there was nothing to do but to back the *Australia* close to her. The *Steel Navigator* had two anchors down, and the starboard propeller of the *Australia* got foul of her port chain and thus created a new predicament.

The *Steel Navigator* is a ship of about 4,000 tons net I should think so she carried a pretty heavy cable, and for such a thing to be foul of a propeller is about the next worst calamity to actual wreck.

All the time the fire was creeping nearer, mostly helped by barges of matches, lumber and case oil which had caught fire, and the heat from which had set fire to the shed near the bow of the *Empress*. The *Australia* was then in great peril; it looked as if she could not escape until the fire stations. They had to deal with a menace from many directions at the same time, but the water service was most efficient. Blazing lighters were soon put out, but the wharf was another matter, as the fire could only be reached up to a limited distance. Only the fire-fighters able to stand the heat were now on deck, all passenger accommodation being closed and some of the hoses told off to wet everything down. The *Steel Navigator* now moved right down to the end of the wharf—she being sheltered somewhat from the heat by the *Empress*—and eventually she let go and swung out a little to see if her chain would come clear. But it was of no avail. By this manoeuvre the *Empress* was enabled to get right down to the end of the pier—this end has mostly concrete floor so the fire did not get such a hold; also the shed at the end had a skeleton frame and there was no cargo in it to cause a dangerous fire.

BARGES ABLAZE.

The fire in the passenger shed burned very rapidly, and as it died down, relieved us of some anxiety. Still many barges had to be dealt with, all hands working unceasingly. When a barge came near the ship's side, buckets were held in readiness in the inside of the ship, but fortunately this was only necessary aft on the starboard side where the barges were drifting on to the *Andre Lebon* and then down to us. This must be explained. The *Andre Lebon* had no steam up, so when the shed took fire she was also in danger. She let go from the wharf and owing to the wind was easily able to drift off, being on the opposite side to us. She then anchored off the wharf but remained at a right angle to us so that any barges that drifted against her eventually came down near our stern.

There is one thing—any barges that got within range of our hoses got short shrift. The Chinese seemed to take a delight in it. They have the highest praise from me; they were rallied along by the petty officers, stewards and No. 1 boys. A system of signals was arranged, because no sooner had they dealt with a fire off the starboard side than they were all wanted for another on the port quarter, and so it went on until late in the evening until everything which was liable to create a menace was burnt out.

At one time during the afternoon we managed to get a line to a warping buoy and tried to heave off to it, but the wind was too strong and the effort had to be abandoned. Late in the evening, when there seemed to be little danger we hauled back to our original position alongside, to allow the *Steel Navigator* to do the same. It was fortunate that the warping posts had been placed in the cement work and were sufficiently strong for use. After we had pulled alongside fire stations were somewhat relaxed, but some hoses were kept going to prevent any danger from drifting barges and other small fires which were still smouldering on the wharf. Large portions of wreckage had not burnt up, in fact there was a tremendous lot of unburnt lumber about, showing that the shed had previously caught by flying sparks or heat from the fires on shore.

AN APPALLING SPECTACLE.

After sundown the spectacle was appalling. Huge warehouses, oil tanks, the whole of Yokohama was blazing or red hot. Fortunately, the buildings near the pier had burnt right out, so that the heat was not so intense, and everybody was easier in their minds as far as the safety of the *Empress* was concerned. During the whole night the spectacle was grand—fire, nothing but fire everywhere, and every few minutes violent shocks of earthquake.

During the evening after the first danger was over boats were lowered and relief parties sent to the shore, and before long refugees commenced to arrive on board. As they collected it was pitiful to hear women inquiring for husbands and children, friends, inquiring for friends and relatives, and as the night dragged on many stretcher cases were brought in. The medical department was kept going incessantly. Other ships in the harbour were also doing the same work. I think the *Andre Lebon* and a Dutch steamer were the first to start it, and the result was that hundreds of people from the shore found refuge on the ships in harbour. They consisted of all nationalities.

It is inconceivable that not one Japanese launch assisted in the work. There were seven launches moored to buoys just off the Bund together with the tug which ran away from us, which did nothing during the whole of the time the fire was raging. Round about the Customs loaded lighters could have been saved by even one launch—before they were set on fire. One empty barge was used as a refuge for about 250 Japanese. They got adrift with no means of propulsion, and finally drifted up against a barge on fire. All night, bargemen who were isolated had a terrible time trying to keep other barges away, merely because no launches would help them.

FRESH DANGER.

The night dragged through, and in the early morning I noticed there was oil burning near the Bund, where the Grand Hotel used to be. The moment I saw it I became anxious. It did not seem to spread but was apparently moving down the Bund. About 7 o'clock a second one seemed to start. I was then alarmed, so I went and told the Captain that I did not like the look of some oil which was on fire near the Bund. We both went on the bridge and had a look. Captain Robinson also did not like it. We imagined that, if the oil did not burn out before it got down to the remains of the pier it would give fresh impetus to the wreckage and quantities of tarred wood and would create a fresh menace to the ship.

This soon became apparent so I made up my mind that the only thing to do was to get the *Steel Navigator* out of the way. The *Empress* was perfectly helpless as she was. I went on board and succeeded in persuading the captain of the *Steel Navigator* to get out. I went back and told Captain Robinson, and he asked if the *Steel Navigator* would try and tow him also. I went back to the *Steel Navigator* and this we did, towing the *Empress* clear out into the harbour, some 100 fathoms, with an anchor and 75 fathoms of chain attached to one of the *Empress's* propellers. We only moved about a quarter of a knot per hour, but nevertheless it was accomplished.

This event created the turning-point, as it was, of events as far as the *Empress of Australia* was concerned. She was now removed from a position of imminent danger to one of comparative safety.

At this time the *Empress* had about 3,500 refugees aboard. During this morning a Government tug was under weigh, but no help was forthcoming for the *Empress*.

The subsequent events on the *Empress of Australia* are not in Captain Kent's knowledge, as he was now on the *Steel Navigator*. He pays a high tribute to the work done by the *Steel Navigator* in caring for the refugees.

PRaise FOR THE "ANDRE LEBON."

The following telegram was received in Shanghai from Mr. V. Meynard, agent general for the Far East for the Messageries Maritimes, actually in Yokohama on board the *M. S. Ambigue*:—

According to information given by M. de Torsine (chief clerk of the M. S. Office in Yokohama) the French Consul at Yokohama was killed during the first shock by a stone falling on his chest whilst leaving his office. The company's offices crumbled, burying Mme. Fombertaux (wife of the M. S. agent) and her two children. M. Fombertaux was in town and hurried home, but found nothing but heaps of debris. With the assistance of M. de Torsine and some members of the office staff, he was able, after one hour's work to rescue the victims, who had sustained no injury. They were able afterwards to proceed in a sampan on board of a Japanese steamer which rescued them, notwithstanding a very rough sea.

The behaviour of the captain and of the crew of the *Andre Lebon* was beyond praise. On Sunday morning the vessel was surrounded by a mass of burning oil, which flowed from the depots of the Standard Oil Co. and nearly brought the steamer to the brink of destruction. The vessel was saved through the courage of an American citizen, Mr. Laffin, who with a motor-boat was able to take a mooring line from the ship to a buoy, thus enabling the *Andre Lebon* to leave the danger zone. The work of the crew was beyond praise towards about 1,500 refugees of all nationalities who rushed the *Andre Lebon* and who were given linen, clothing etc. Members of the French Embassy and Consulate and of the staff of the Messageries Maritimes were transferred to the *Andre Lebon*.

It is impossible at present to give the number of French victims in Tokyo, but in Yokohama about 18 French people were killed. The *Andre Lebon* will leave Yokohama on the 11th instant with refugees for Kobe.

The vessel was taken by surprise whilst her engines and winches had been taken down for the usual repairs and overhaul; she had also her boilers and condensers open. All parts have been recovered amid the deck and remounted by her own means. By arrangement with the French Embassy and the local authorities it is proposed to detain the *Ambigue*, and perhaps the *Cordilliers* for four days to continue evacuation of refugees and relations with Embassy after which it will be useless to send vessels up to Yokohama.

Sanitary conditions on board the *Andre Lebon* continue to be good. M. Meynard left at nine o'clock for Yokohama on the *Ambigue*. The *Andre Lebon* will probably leave Kobe on Wednesday night. It is reported M. and Mme. Schibler and the Jouene family are safe.

WOMANLY PRESENCE OF MIND.

Mrs. Firth, the wife of Mr. George Firth of Samuel, Samuel and Co., told Renter's special correspondent that she walked over the roof after the first shock: "The last shock was awful. It was terrible to see children struggling through collapsed houses, many of them broken and bleeding, but it is strange to say that hardly any were crying."

I wanted to reach the house and the children so I climbed the bluff. The fire was now unspeakably awful. I cannot describe my feelings. The chief thing was to save the children. I saw the American Hospital totally destroyed. I did not notice the patients. My hands and face were scorched, but I climbed and climbed. I passed a trampled house where several Japanese were pinned underneath and others were trying to rescue them. One man's head was sticking out sideways. Apparently his neck was caught and he could not move. Finally I reached my collapsed house and the children, who were scared but safe. The first thing I did was to have my entire wardrobe emptied into the street, so that half-naked women and children could take what they needed as they passed by."

THE DEATH OF THE FRENCH CONSUL.

Mr. Marshall Martin, a British subject, described the death of the French Consul, M. Dejardin. "I was in consultation with him, together with M. Bickart, the French attorney. I was flung into the compound and scrambled to my feet and ran a little way. M. Bickart overtook me. The air was yellow with acrid dust and I could hardly breathe. There were awful sounds of crashing buildings, the roaring of the typhoon and the groaning of the earth. Recovering ourselves, we rushed back and found the Consul crushed underneath heavy timbers and stones. We were making frantic efforts to extricate him when the second shock flung us aside. When that subsided we got the Consul out with the greatest difficulty. He was badly crushed, and though he was muttering unintelligibly, he seemed unconscious. M. Bickart had to see about the safety of his own family and I, myself, went to seek for help. Presently it was apparent that the Consul was dead. I put the body on a stretcher and then went to my own house."

A CITY IN FLAMES.

Fires were then starting and I had to make a long detour. On arriving I found my house lying on its side. I was considering salvage when three houses near by burst into flames. I ran towards the Consulate and found myself encircled by flames. I took refuge in the British Naval Hospital compound. This soon became untenable and I was forced to descend the bluff. The way was crowded by Japanese, some of them throwing children over and themselves following with such reckless abandon that they were crushed at the bottom. I reached the seashore at the foot of the bluff very ghastly. I negotiated the descent safely, but it was necessary to get boats. Off shore there were three or four launches. A Japanese swim out, but all of them were abandoned, being short of fuel. Finally I managed to get a small boat and boarded the *Donghai*. The big steamers in the meantime had begun launching lifeboats. They did great work in the rescue."

EXPERIENCES AT MIYANOSHITA.

Although only a tiny place, practically made by the one famous hotel, the Fujiya, the fate of Miyanoshta had given much anxiety, for an almost complete silence had brooded over it, says the *Japan Chronicle* of September 5th. An alleged cook had been quoted by one paper as authority for saying that Miyanoshta had been utterly destroyed. There was a half-demented Japanese who came down to Yumazu, and later, it is understood, to Kobe, who declared that except for half a dozen people too dazed to speak or move, there was no living soul in Miyanoshta. The continued silence seemed only to corroborate this. Yesterday morning (September 4th), however, quite a big party turned up, with the news that of all that had been in Miyanoshta only one was missing—a Mr. Herr, who, at the time of the earthquake, had been walking with another man, when a terrapin pole fell between them, grazing the other man, but knocking Herr clean over the precipice.

NEW ADVERTISEMENTS

ROYAL HONGKONG YACHT CLUB.
THE Yacht "Colleen" was Won by Ticket No. 22.

LOST.

IN NATHAN ROAD, KOWLOON.
Yesterday Morning, White Poodle BITCH—clipped in French Style—without Collar. Reward Offered to Anyone returning Same to W. SINCLAIR, c/o HONGKONG, MASSY & CO., LTD., Queen's Buildings, Telephone: Central 1800.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 24th day of Sept., 1923, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of CROWN LAND at Shamshing in the Colony of Hongkong, for a term of 75 years, commencing from the 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for a further term of 24 years, less three days.

PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Area	Approx. Value
1	North 1/4 Sec. 10, Twp. 20 N., R. 10 E., 1st 4th Mer.	67' 0" x 37' 0" x 70' 0" x 61' 0"	3,175 00
2	North 1/4 Sec. 10, Twp. 20 N., R. 10 E., 1st 4th Mer.	67' 0" x 37' 0" x 70' 0" x 61' 0"	3,175 00

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 24th day of Sept., 1923, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of CROWN LAND on Loop Road from Victoria Road to Pokfulam Road at Mount Davis in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for a further term of 24 years.

PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Area	Approx. Value
1	North 1/4 Sec. 10, Twp. 20 N., R. 10 E., 1st 4th Mer.	67' 0" x 37' 0" x 70' 0" x 61' 0"	3,175 00
2	North 1/4 Sec. 10, Twp. 20 N., R. 10 E., 1st 4th Mer.	67' 0" x 37' 0" x 70' 0" x 61' 0"	3,175 00

JAPANESE EARTHQUAKE DISASTER.
HONGKONG RELIEF FUND.

NOTICE.

SUBSCRIPTIONS LISTS for the above Fund are open at the following places:—
HONGKONG GENERAL CHAMBER OF COMMERCE.
HONGKONG & SHANGHAI BANKING CORPORATION.
CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.
MERCANTILE BANK OF INDIA.
INTERNATIONAL BANKING CORPORATION.
NETHERLANDS TRADING SOCIETY.
YOKOHAMA SPECIE BANK.
HONGKONG CLUB.
Chonges should be made out to the Order of the Japanese Earthquake Disaster Relief Fund.

By Order,

D. K. BLAIR,
Secretary,
Hongkong Relief Committee.
Hongkong, 16th September, 1923. [1297]

OFFICES TO LET.

GOOD OFFICES (No. 1), UDDALL ST., 4 Rooms on Top Floor, Use of Lift. Apply Box No. H.E.C. c/o Daily Press Office. 1316

TO LET.

OFFICES at No. 10A, DE WOU ROAD CENTRAL. Suitable also for Godown, Garage, or Printing Establishment. Apply to THE BANK OF EAST ASIA, LTD. 1313.

TO LET.

OFFICES in UNION BUILDING—Two Rooms on Fifth Floor. Apply UNION INSURANCE SOCIETY OF CANTON, LTD.

HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS.

The Paper to send Home

INTIMATIONS

NOTICE OF REMOVAL.

THE OFFICES of the "HONGKONG DAILY PRESS" have been removed to 1A CHATER ROAD (3rd floor), to which Address all Correspondence should be directed. Hongkong, 18th July, 1923.

THE HONGKONG AND WHAMPOA DOCK CO., LTD.

NOTICE IS HEREBY GIVEN THAT the SHARE REGISTER and TRANSFER BOOKS of the Company will be CLOSED from the 1st to 8th OCTOBER, 1923 (both days inclusive).
Warrants for the Interim Dividend can be obtained at the Office of the Company, 2, QUEEN'S BUILDINGS, Hongkong, on and after the 9th prox.

By Order of the Board,
E. COCK,
Acting Chief Manager.
Hongkong, 17th September, 1923. [1317]

NOTICE.

MR. F. M. WELLER has Returned and will resume the Management of This Company as from the 17th inst.

SUN LIFE ASSURANCE CO., OF CANADA.

15, Queen's Road Central, Hongkong.

September 14th, 1923. [1314]

THE SANDAKAN LIGHT & POWER CO. (1922) LTD.

THE FIRST ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Office of the Company, 20, DE WOU ROAD CENTRAL, on TUESDAY, the 18th SEPTEMBER, 1923, at 11 o'clock in the Forenoon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the Year ended 30th April, 1923, and electing a Consulting Committee and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from Tuesday, the 11th September, 1923, until Tuesday, the 18th September, 1923, both days inclusive.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 6th September, 1923. [1281]

DOUGLAS STEAMSHIP CO., LTD.

THE ORDINARY GENERAL MEETING of the above Company will be held at the Company's Office, 20, DE WOU ROAD CENTRAL, on TUESDAY, the 2ND of OCTOBER, 1923, at 11 A.M.

THE TRANSFER BOOKS of the Company will be CLOSED from the 22nd of September, to 2nd of October, both days inclusive.

DOUGLAS, LAFRAIK & CO., General Managers.

Hongkong, 13th September, 1923. [1311]

GREEN ISLAND CEMENT CO., LTD.

NOTICE.

AN INTERIM DIVIDEND of Fifty cents (50 cents) per Share has been declared for the Half-year ending 30th June, 1923.

Such Interim Dividend will be payable on and after TUESDAY, the 18th SEPTEMBER, at the Office of the Company, where Shareholders are requested to apply for Warrants.

THE REGISTER OF SHARES of the Company will be CLOSED from the 7th September, 1923, until the 18th September, 1923 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th August, 1923. [1296]

JAPANESE EARTHQUAKE DISASTER.

HONGKONG RELIEF FUND.

NOTICE.

SUPPLIES OF SECOND-HAND CLOTHING.

A SPECIAL COMMITTEE of Local Ladies under the Presidency of Mrs. E. D. C. WOLFE has been formed for the purpose of receiving and handing over to the Relief Committee for dispatch to the Devastated Areas in Japan Parcels of Second-hand European Clothing of all descriptions for Adults and Children.

The Committee will be in attendance at the City Hall Daily from MONDAY, 17th inst., to SATURDAY, 23rd inst., between 11 A.M. and 12 Noon.

Parcels sent by messengers should be addressed to the Japanese Earthquake Disaster Hongkong Relief Committee.

By Order,

D. K. BLAIR,
Secretary,
Hongkong Relief Committee.
Hongkong, 12th September, 1923. [1303]

NOTICE.

"CYCLOPS" from U.K. ARRIVED 8/11/18.

M F

RDG 1/12—13 casks Silicate of Soda.

IT IS HEREBY NOTIFIED that the above Consignment, if Undelivered and Storage Charges incurred thereon Unpaid by 22nd SEPTEMBER, 1923, will be Sold to defray such Storage Charges.

BUTTERFIELD & SWIRE,
(JULIUS SWIRE & SONS, LTD.),
Agents, Hoik's Wharf.

1295]

INTIMATIONS

HONGKONG CLUB.

NOTICE.

THE THIRD YEARLY DRAWING of TWENTY DEBENTURES of the HONGKONG CLUB (1923) issue—\$500 each—was held in the Club House on SATURDAY, the 8th SEPTEMBER, 1923, when the following Debentures were drawn for redemption:—

144	315	313	538
144	218	408	388
170	238	454	5 3
104	281	483	768
168	288	491	855

and will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on SATURDAY, the 29th SEPTEMBER, 1923, in exchange for surrender of same.

By Order,
A. H. ABELAS,
Secretary.

Hongkong, 8th September, 1923. [1291]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM AND STRAITS.

THE Motor Ship

"GLENLUCE"

having arrived from the above parts, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 18th September, 1923, at Noon, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard and Douglas, on 17th Sept., 1923, at 10 a.m. Claims against the Steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 11th September, 1923. [1301]

S.S. "CORDILLER"

SERVICES CONTRACTUELS DES

MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MAR-

SEILLES, etc., also cargo, ex s/s

"LIEUT. DE LA TOUZE" from

COGNAC, in connection with above

Steamer are hereby informed that their Goods,

with the exception of Opium, Treasure and

Valuables, are being landed and stored at their

risks into the Godowns of the Hongkong and

Kowloon Wharf and Godown Co., Ltd., Kowloon,

whence delivery may be obtained immediately

after landing.

Optional Cargo will be forwarded on unless

intimation is received from the Consignees

before Noon, To-day, requesting it to be landed

on the 18th instant, at Noon, will be subject to

rent and landing charges.

All claims must be sent in to me on or before

the 22nd instant, or they will not be

recognized.

All damaged packages will be examined on

Tuesday, the 18th instant, at 10 A.M., by

Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER,
Acting Agent.

Hongkong, 12th Sept., 1923. [1306]

BOWEN & CO.,

No. 8, MUSEUM ROAD, SHANGHAI.

Members British Chamber of Commerce (Shanghai). Mr. T. W. BOWEN, Fellow of the Institute of Chartered Shipbrokers, Incorporated by Royal Charter, London.

STEAMSHIP AGENTS AND SHIPBROKERS.

For the Purchase, Sale and Charter of Vessels of any Tonnage, Passenger and/or Cargo, New and/or Old, with delivery China at Very Low Prices.

SALVAGE OPERATORS, MARINE SURVEYORS

AUCTIONEERS, COAL MERCHANTS.

FREIGHT BROKERS, METAL MERCHANTS.

Machinery For Sale, New and Old in First Class Condition.

IMPORTERS AND EXPORTERS, SHARE-BROKERS

(Members Shanghai Share-Brokers Association).

SOLE AGENTS FOR CHINA:—

GILKIN'S PATENT ANCHORS.

SAMUEL WARREN & Co., Ltd. (Sheffield).

High-Class Steel Manufacturers (Tank Brand).

Catalogues and Price-Lists on application.

(Enquiries Welcomed)

CABLE ADDRESS: BOWEN, Shanghai.

CODES: Bentley's, Scott's, A.B.C.

5th Edition and Improved.

FIEUZAL GLASSES

Out of doors there is nothing so restful

and comfortable for the eyes as the light

reflected from green fields and trees, the

absorption of the ultra-violet and orange

rays by the chlorophyll of the leaves; hence

the introduction of Fieuzal Glass, yellowish

green in colour, which is produced in several

shades, and lenses made of this may be worn as a protection by

over-sensitive eyes where it is desirable to

tone down excessive light and glare.

Fieuzal lenses of any prescription in either

regular or Toric forms are manufactured by

the Hongkong Optical Co., successors to Clark & Co., Manufacturing

and Refracting Opticians, 63, Queen's Road Central.—Adv.

INTIMATION

E
WHISKY

The Old Favourite.

A Fine Blend

Old Scotch Whiskies

is now being bottled

at Leith, Scotland

By

Messrs. Macdonald & Muir

and a Label to that

effect is affixed to the

back of each bottle.

A. S. WATSON &

CO., LTD.,

Wine & Spirit Merchants.

ESTABLISHED 1841.

BIRTHS.

BOUVIER.—At Shanghai, on September

7th, to Mr. and Mrs. T. BOUVIER a

daughter.

BUDGE.—At Melville Private Hospital,

Albany, W.A., on August 5th, to Mr.

and Mrs. W. BUDGE, ex China

Navigation Co., Ltd., Hongkong, a

daughter (Helen Lindsay). [1318]

GERMAIN.—At Shanghai, on September

10th, to Mr. and Mrs. T. CARRINGTON

GERMAIN, a daughter.

KNIGHT.—At Shanghai, on September

9th, to Mr. and Mrs. J. KNIGHT, a

son.

LE GOUILLER.—At Shanghai, on Sept. 7th,

to Mr. and Mrs. HENRY LE GOUILLER,

a son.

SHERIDAN.—At Shanghai, on September

8th, to Mr. and Mrs. JOHN JAMES

SHERIDAN, twin sons.

SLY.—At Yunnanfu, on August 25th, the

wife of H. E. SLY, C.M.G., of a

son.

MARRIAGES.

DEARN.—Sommer.—At Shanghai, on Sept.

5th, EDWIN ARTHUR DEARN, of

Birmingham, to DOUGLAS MURIEL

SOMMER, daughter of the late Captain

SOMMER and Mrs. SOMMER, of Shanghai.

SOMMER and Mrs. SOMMER, on September

7th, BEHRT OLAF FINKENBERG, of

Shanghai, to ELSA DAHL, nee

SCHOENBERG, of Kristiania, Norway.

DEATHS.

HARRISON.—At Bradford, England, on

July 17th, GEORGE FENWICK LAWRENCE

HARRISON, aged 34 years. Representa-

tative of M. Zoszenheim & Co.,

Leeds and Bradford.

KOMOR.—On September 1st, 1923, VERA

NIKOLAEVNA KOMOR, nee VASSILIEVA,

dearly beloved wife of GEORGE KOMOR,

killed in the earthquake at Yokohama.

LENT.—At Shanghai, on September 10th,

MARY MARGARET, the beloved wife of

ROBERT LENT, aged 39 years.

LOCAN.—At Shanghai, on September 11th,

FRANCIS REYNOLD, youngest son of

Mr. and Mrs. J. H. LOCAN.

ROHDE.—Word has been received that

Mr. CARL ROHDE, Manager of H. C.

Augustesen China Trade, has died of

apoplexy while in Japan.

WILLIAMS.—On September 1st, 1923, at

Yokohama, in the great earthquake

disaster, Mr. A. WILLIAMS, the beloved

wife of Captain C. C. WILLIAMS, of

CABLES.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

TROUBLE IN THE BALKANS?
OMINOUS CONCENTRATION OF
TROOPS.

The possibility of fresh trouble in the Balkans has been revealed by a Note which, according to a Sofia message, the Jugo-Slav Government have addressed to Bulgaria, threatening to dispatch troops to occupy strategic points in Bulgaria if the hands of Comitatliji concentrated on Bulgarian territory attempt to cross the frontier.

This action has caused the greatest alarm at Sofia, particularly as it was accompanied by a disquieting concentration of Jugo-Slav troops on the frontier.

SPAIN'S NEW GOVERNMENT
PREPARATIONS FOR BIG OFFENSIVE IN MOROCCO.

Interviewed by a *Daily Express* correspondent at Madrid, the Rivera force shadowed the launching of a big offensive in the Melilla zone, Morocco, probably within a week, when he said 150,000 Spanish troops would be employed.

FASCISTI UNDER A NEW NAME.

He declared that the new Parliament to be elected would draft a new Constitution and stated that he intended to raise a national guard of 450,000 responsible citizens called, not Fascisti, but Somatenes. Proceedings would be instituted against ex-Foreign Minister Alba and ex-Premier Prieto.

KING ALFONSO SIGNS DECREES.

MADRID, September 17th. Although confined to his room by a bad cold, King Alfonso has signed important decrees dealing with the dissolution of Parliament, ordering all employees of Government Departments, to attend their offices punctually at nine o'clock in the morning till two in the afternoon, also forbidding strangers to enter Government offices and dismissing all Civil Governors and confirming the proclamation of martial law throughout the country.

SPANISH PARLIAMENT DISSOLVED.

MADRID, September 16th. The King has signed a decree dissolving Parliament.

ATTITUDE OF FRANCE
DEFINED.GENERAL PACT SUGGESTION
EMPHATICALLY REJECTED.

PARIS, September 16th.

In devoting his speech at Brielle sur Mer to the question of security, M. Poincare said that Germany, who in a few years could appear before them helmeted, armed and ready for revenge, today was whispering words which she thought alluring promises, from which she expected marvels. He proceeded emphatically to reject the German suggestion for a general pact, whereby the Powers including Germany would guarantee the Rhine frontiers, as a mere delusion. He declared that France would keep the treaties given by the Treaty and would not be caught by trickery nor lured by deceptions. Incidentally, he reasserted that as Germany had not executed any clauses of the Treaty of Versailles, the prescribed periods for the occupation of the left bank of the Rhine had not yet begun to run.

TREATY OF VERSAILLES NOT A
DEAD LETTER.

PARIS, September 16th.

M. Poincare in a speech at Dun-sur-Meuse said that some persons now regarded the decisions at Versailles as a dead letter, and blamed France for insisting on their execution. There could be no security of international relations if the treaties concluded could be discarded. The Treaty of Versailles had entrusted the task of fixing the German debt and conditions of its payment to the Reparations Commission, whose powers Germany expressly recognised. If there was an idea of divesting the Commission of this task, it was undoubtedly because the Commission was considered little favourable to the new concessions, which France could not countenance, as they were contrary to the promises made to France. "We hold guarantees, and we shall keep them until we have received satisfaction."

THE RUHR

FREE TRAFFIC RESTORED
BETWEEN RHINELAND
AND GERMANY.

MAYENCE, September 17th. The Inter-Allied Rhineland High Commission has decided to allow free traffic between the occupied Rhineland and the unoccupied portions of Germany from today.

SABOTEURS CAUSE TRAIN CRASH.

AMSTERDAM, September 16th. A train of 64 empty trucks which was set in motion at Kaldenkirchen crashed into the station at Venlo. Considerable damage was caused but there were no casualties. It is thought that the incident was due to sabotage.

LATEST CABLES.

ITALY AND JUGO-SLAVIA.

SORRY PLIGHT OF FIUME
INHABITANTS.

ROME, September 16th.

The Government of Fiume has resigned. The Vice-President of the Constituent Assembly of Fiume has sent a letter to the Italian Government complaining of the evil effects of the long delay in a settlement between Italy and Jugo-Slavia, stating that the people are becoming exasperated and unemployment is rife. Therefore, his continuance in office would be useless. His resignation will mean that there will be no authority at Fiume, and by the end of the month the city will be completely deprived of the means of subsistence.

MUSOLINI CABINET APPOINT
MILITARY DICTATOR.

ROME, September 16th.

It is announced that pending a settlement of the question, and in view of the abnormal situation in Fiume as revealed by the letter from De Poli, Vice-President of the Constituent Assembly there, the Italian Cabinet has decided to appoint General Giardino Military Governor with authority to carry on the administration.

The decision has been communicated to the Government at Belgrade, and all the Powers.

POSSIBLE OUTCOME OF MUSSOLINI'S
SENSATIONAL ACTION.

Premier Mussolini's sensational action in appointing a Military Governor at Fiume, which the Ravallo Treaty prescribed should be a free state, was quite unexpected in London, where the general impression was that Mussolini had thought better of the threat implied in the so-called ultimatum, which reserved the right to full liberty of action if the question remained unsettled by September 15th. There is reason to fear that the latest move will mean a renewed crisis between Rome and Belgrade.

ITALIANS CONTROL FIUME.

The latest advice represent Fiume as being completely under the control of the Italians, who have the most formidable forces in the near vicinity.

GENERAL GIARDINO GOES TO
FIUME.

ROME, September 16th.

General Giardino has gone to Fiume. The fact that he is wearing multi and not carrying a uniform is regarded as an indication that his mission will be entirely confined to the civil administration of the city and will have no military object.

It is desired to maintain friendly relations with Serbia, but it is felt that a further postponement of a settlement on the part of Jugo-Slavia cannot be tolerated, especially in view of the plight of Fiume, which, according to all accounts is on the verge of starvation.

NON-CO-OPERATION IN INDIA.

GANDHI'S PROGRAMME TO BE
ACTED ON.

DELHI, September 17th.

The National Congress, by an overwhelming majority, has passed a resolution reaffirming faith in non-violent non-co-operation and Gandhi's programme as the only method to win self-government, but removing the ban against the entry of legislatures and permitting followers of Das to contest the impending elections.

Both sections have supported a compromise in order to rid the country of the discussions which are threatening to break the Nationalist movement by the growing Hindu-Muslim conflicts. Das has declared that the only intention of an entry into the councils was to create denudation and deprive the Government of legislative machinery.

Despite the Congress permission it is not likely that the Swarajists will capture a substantial number of seats, but the contest is expected to be keen.

EXPERIENCE OF SALVAGE
SHIP.FIRED ON BY SPANISH NAVAL
TRAWLER.

GIBRALTAR, September 16th.

The Norwegian steamer *Salvator*, which has been engaged in salvaging the Spanish battleship *Alfonso XIII*, has arrived. She reports that a Spanish armed naval trawler fired on the vessel twenty miles to the south-east of Gibraltar. The vessel was detained for 24 hours while she was searched. Finally, she was allowed to proceed.

EGYPTIAN POLITICAL
EXILES HOME-COMING.

ALEXANDRIA, September 16th.

Zaghlul's homecoming was marked by enthusiastic scenes. Tremendous crowds assembled and there was a parade of eighty taxicabs filled with women and girls. The precautionary measures were most efficient and the crowds were diverted into side streets. Zaghlul to-day has an audience with the King.

LATEST CABLES.

KU KLUX KLAN OUTRAGES.

DRASTIC ACTION BY U.S. STATE
GOVERNOR.

OKLAHOMA CITY, September 16th.

Martial law has been enforced throughout the state and the military have taken control following a proclamation by Governor Walton in response to a challenge by the Grand Dragon of the Ku Klux Klan, who declared that the State Authorities would never be able to break up the power of his organisation.

The proclamation declared that hundreds of men and women had been severely beaten in Oklahoma, and the Klan was responsible for the outrages. It is alleged that police, sheriffs, and even some judges of the District Court are shielding the Klansmen.

An armed bodyguard has been formed to protect Governor Walton as it is alleged that several members of the Legislature had planned to kidnap him in an attempt to impeach him at an extra session.

Governor Walton threatens to imprison all members of the Legislature who attempt to hold an extra session and also threatens a military censorship of the Press.

THE FANTASTIC MARK.

"EVERYBODY A BILLIONAIRE."

BERLIN, September 16th.

Currency conditions grow daily more fantastic. Millions of hundred million mark notes were issued on Saturday and five hundred million mark notes are due today. The milliard note cannot be long delayed and everybody is now a billionaire; even beggars indignantly reject proffered hundred thousand mark notes. Special trains, motor-lorries and aeroplanes daily carry huge sums throughout the country and aeroplanes are being used to dump billions of marks in the Ruhr, evading the frontier guards.

PRINCE OF WALES ON
HOLIDAY.

OTTAWA, September 16th.

H.R.H. The Prince of Wales, after a fast trip across Canada, arrived at his ranch at Calgary where he will spend a holiday fishing, riding and shooting.

EARLIER CABLES.

AN ADVENTUROUS CRUISE.

ACROSS THE ATLANTIC IN
TEN-TON BOAT.

New York, September 16th.

Alain Gerbault, the French-international tennis player, has completed a trans-Atlantic voyage alone from France in a thirty-foot, ten-ton sailing boat, after one hundred and forty-two days at sea. The boat was built by Mr. Kemp, designer of King George's private yacht. During the voyage "M." Gerbault encountered three hurricanes, which wrecked his steering gear. He replenished his depleted water supply by collecting rain. He met liners in mid Atlantic, from which he secured provisions.

TO HELP PASSIVE
RESISTANCE.

MARKS SENT BY AEROPLANE.

BRUSSELS, September 16th.

A German aeroplane transporting postal packets between Germany and England was forced to land at Kurek owing to engine trouble. According to the *Nation* *Belge* the packets contained 4,500 million marks, which it is believed were to be employed to maintain passive resistance in the Ruhr. The three German occupants of the aeroplane declared they were acting in good faith, and believed the packets contained ordinary postal mails and newspapers. An inquiry has been opened.

GERMAN MARKS
CONFISCATED.TO PAY BELGIUM'S OCCUPATION
EXPENSES.

COLOGNE, September 16th.

Following the non-fulfilment of the Belgian authorities' demand for five hundred millions of marks from each branch of the Reichsbank in Aix-la-Chapelle district, to provide the current expenses of the Belgian army of occupation, the Belgians have seized the branches and confiscated a total of 263,700 million marks.

INTERNATIONAL POLO.

DETAILS OF INTER-ARMY MATCH.

New York, September 16th.

The scoring in the Inter-Army polo match, in which the British Army beat the United States Army by 12 to 10, reverging the British defeat by 12 to 9, was as follows:—

England scored through Lieut. Colonel McVie (four), Lieutenant McCrory (one), Major Hurdall (four) and Major Atkinson (three). For the United States, Major A. H. Wilson scored five, Major J. K. Horst two, Lieut. Colonel Lewis Brown three, and Major Beard one. The British players galloped away from the Americans at the beginning, and retained the advantage. Their ponies now appear to be more accustomed to the change of climate.

THE EARTHQUAKE IN JAPAN.

LATEST CABLES.

IMPERIAL RESIDENCES ASSIGNED
TO EMBASSIES.

Tokyo, September 17th.

Imperial residences have been assigned to these Embassies and Legations burnt out or seriously damaged. Prince Takekida's residence has been assigned to America and Prince Kitashirakawa's to the French Embassy.

The Imperial Family have donated 500,000 yen towards relief.

PERSONNEL OF RECONSTRUCTION
COMMISSION.

The Reconstruction Commission, mentioned in yesterday's cable messages, has been officially appointed.

The members of the Commission are to rank as Cabinet Ministers.

In addition to those already mentioned the Commission includes Privy Counsellors, Viscount Miyaji, Viscount Ito and Viscount Kiyoura; Peers, Viscount Aoki and Doctor Egi; Members of Parliament, Messrs. Yabiko, Ozaki, Masamichi and Oishi; business men, Messrs. Shibata, Iwasaki, Takumadan, Toyoyi, Wada, Fuji, Spinningco, Ohtohiko, and Ichiki. The last named is Governor of the Bank of Japan.

BARON IJUN APPOINTED
FOREIGN MINISTER.

Tokyo, September 16th.

It is understood that Baron Ijun will be appointed Foreign Minister.

FIVE THOUSAND MISSING AT
TOTTORI.

OSAKA, September 17th.

Five thousand people are reported missing from the city of Tottori as a result of the serious floods due to a typhoon.

EARLIER CABLES.

AUSTRALIAN AID FOR JAPAN.

SYDNEY, September 16th.

The steamer *Austral Mount* has left for Japan with a general relief cargo, valued at one hundred and forty thousand pounds sterling.

FAR EASTERN CABLE
NEWS.

[THROUGH REUTER'S AGENCY.]

COCAINE ABOARD STEAMER FROM
HONGKONG.

CALCUTTA, September 16th.

Cocaine to the value of £2,600 was discovered by Customs officers aboard a steamer from Hongkong after a five days' search, during which three hundred tons of coal were shifted.

MACHINE-GUN FOR JAPANESE STR.
ON ICHANG-CHUNGKING RUN.

PEKING, September 16th.

In view of the attacks made on Japanese steamers Japan has decided to place one officer and ten marines with a machine-gun on the *Yung Yang Maru* when running between Ichang and Chungking.

CHAO HANG TI'S TROOPS OCCUPY
CHANGSHA.

PEKING, September 16th.

General Chao Hang Ti's troops occupied Changsha on September 14th without serious fighting.

S.S. "SAMARIA" ROUND THE
WORLD CRUISE.

Messrs. Thea Cook & Son have again

chartered the Cunard liner *s.s. Samaria* for a Cruise Round the World, leaving New York on the 26th January, 1924, travelling Eastward, calling at Funchal (Madeira), Gibraltar, Algiers, Naples, Alexandria (for Cairo), Port Said, Bombay, Colombo, Calcutta, Rangoon, Penang, Batavia, Singapore, Manila, Hongkong, Shanghai, Kobe, Yokohama, Honolulu, Hilo, San Francisco, Balboa, Christobal and Havana, thence to New York.

The *s.s. Samaria* is scheduled to arrive in Hongkong on April 6th and to leave on April 9th. During the steamer's stay here the members of the Cruise will visit Canton and Macao and make various excursions on the Island and in the New Territory.

The training season at Hankow for the Autumn Races started on September 3rd, when the Coffee Stakes for those who are first on the course were won by Messrs. W. R. Hanley, T. C. G. Pearson, and J. White. The official hour at which these gentlemen signed the book was 4 a.m.

JAPANESE EARTHQUAKE
DISASTER.

LATEST CABLES.

(Continued from page 5.)

As to a proffered supply of 700 overcoats at \$3 each, it was decided to take the opinion of the Kobe Relief Committee before shipping.

Mr. R. SUTHERLAND said that Mr. Hughird, who had passed through the catastrophe at Yokohama, stated that temporary building material was the chief necessity of the people who were leaving the devastated area because there was nowhere for them to live. They needed the means of providing temporary shelter and then they would remain on the spot and themselves begin the work of re-organisation. Cut wood battens, a large supply of nails and hammers, and waterproof covering materials were what the people needed most, according to Mr. Hughird.

It was agreed that the proposed Advisory Committee be formed immediately and that their opinion be taken on this and other matters and that a list of available stores and materials be telegraphed to them so that they could state which were needed.

FLOATING BASE AT YOKOHAMA.

The CHAIRMAN reported as to the scheme for providing a floating base at Yokohama for those engaged in the re-organisation of business and in relief work. A cable had been sent to the Kobe Committee stating that the Admiral strongly recommended the engagement of the *s.s. Nansung* as a residential ship to transport and house foreigners. The Hongkong Committee offered to co-operate providing the Kobe Committee undertook the preponderating responsibility. Kobe had not felt prepared to undertake this scheme but he was glad to say that the Hongkong and Shanghai Bank had undertaken to guarantee the project which was essential to the reorganisation of foreign business interests in Yokohama and also to the control of relief work.

Mr. A. G. STEPHENS remarked that H.E. the Admiral said that the floating base was essential and that it could not be provided indefinitely on H.M.S. *Hawkins*. He (Mr. Stephens) had also received advice as to the necessity of a floating base, so, conjointly with the Chartered Bank, the Hongkong and Shanghai Bank had guaranteed the project. It was not likely to involve a serious burden as firms availing themselves of accommodation on the ship would contribute.

Mr. R. SUTHERLAND said that on account of other engagements the Indo-China S.N. Co. would prefer that the arrangements should be limited to one month.

It was thought that it might be possible to live ashore by the end of the month but, in any event, the CHAIRMAN mentioned that Mr. Stephens was very kindly ready to secure the *s.s. Oriental* lying in this harbour and to place her at the disposal of the foreign community in Yokohama on very easy terms. The Relief Committee and the foreign community generally was much indebted to the Hongkong and Shanghai Bank for their readiness to meet the requirements of the situation.

The CHAIRMAN considered that as a base ship was essential to relief work, and as reorganisation was a practical form of such work, the Committee might reasonably guarantee a contribution of \$10,000 towards a fund for the engagement of the *s.s. Nansung* as a temporary relief and reorganisation ship, working with the Kobe Relief Committee.

Mr. STEPHENS remarked that he considered the matter so urgent, and a base ship so essential to everybody with business interests in Yokohama, that he took the steps already mentioned, but he thought a guarantee towards any loss might properly be made by the Relief Committee.

Mr. W. B. WALKER seconded the Chairman's motion, which was carried unanimously.

This concluded the business.

CROWN LAND SALES.

Five lots of Crown Land were sold by auction at Volunteer Headquarters yesterday afternoon, each lot being situated near the Chinese Christian burial ground at Pokfulam. Bidding was very slow, and there seemed no great eagerness to purchase on the part of the bidders.

Rural Building Lot No. 20, having an area of about 141,350 square feet with an annual rental of \$486, was sold for \$51,400 to Mr. Chan Hing. The upset price was \$49,120.

Rural Building Lot No. 21, having an area of 127,120 square feet and an annual rental of \$433, was knocked down to the same bidder for \$41,600. The upset price was \$41,514.

Rural Building Lot No. 22, having an area of 24,400 square feet and an annual rental of \$31, went to Mr. Li Hoi Tung at \$11,200. The upset price being \$9,143.

Rural Building Lot No. 23, having an area of 10,100 square feet and an annual rental of \$34, was knocked down to Mr. Chan Sau Fung for \$7,500. The upset price being \$5,502.

Rural Building Lot No. 24, having an area of 24,870 square feet and an annual rental of \$39, went to Mr. Chin Tin Cho for \$13,000. The upset price being \$9,253.

ARMS AND OPIUM.

A Chinese was charged at the Magistrate's Court, before Mr. J. R. Wood yesterday, with illegal possession of a revolver and a small quantity of opium. The defendant was found hidden in a recess behind some brickwork in the wall of No. 12, Gage Street, a tailor's establishment. Defendant was remanded on bail.

DEATH SENTENCE FOR
EMBEZZLEMENT.THE CASE OF T. T. CHING AT
CANTON.

The following is taken from the *Canton Daily News*:—

There has been a desire on the part of the foreign community both at Hongkong and Canton to obtain a detailed account of the trial of Mr. T. T. Ching, the former manager of the Provincial Bank of Kwangtung and Commissioner of Finance. Mr. Ching was tried by court-martial and after a prolonged hearing in which the accused was given every chance to put up his defence, he was found guilty of embezzlement of more than three million eight hundred thousand dollars. The court accordingly pronounced a sentence of capital punishment. Owing, however, to his former services, a recommendation to the Generalissimo for mercy was added.

The trial was conducted according to law, in a fair and impartial manner. There were in all three sessions, on the 28th and the 30th of August, and the 6th of September. Each session lasted more than three hours. Thus every opportunity was allowed to the accused to think over and prepare his defence. In this connection we would mention that those present at the trial were struck at Mr. Ching's well-groomed appearance. Every consideration was given to him during his detention as a mark of deference to him.

It may seem to some what though the amount peculated is astounding, the punishment is unduly harsh. It is true that the punishment is milder in the trial of case by an ordinary criminal court according to the Criminal Code, although it may be remembered that Yuan Shih-Kai made a speculation by an official punishable with death where the amount involved was five hundred dollars. However, Mr. Ching's case occurred during the period of War in Kwangtung, and his case came under the ruling of the Chinese Code which was promulgated in 1915 and revised in 1918. Under Article 12 of this Code, he was committed to military trial, and sentenced to be executed against him in accordance with Article 51 of the same Code.

The detailed report made by Yao Chit who was Mr. Ching's successor as Manager of the Bank and who had all the books and vouchers of the Bank at his disposal, show that Mr. Ching failed to account for a sum of over ten million dollars. This investigation was conducted openly in the presence of the General Chamber of Commerce. This report of course did not take into consideration funds paid over by Mr. Ching to Dr. Sun and other payments which it did not suit Chen Changshing's regime to recognize. The present court-martial recognized these payments. Nevertheless, he has been unable to account, over and above these payments, for a sum to the tune of \$3,800,000. He likewise was unable to account for the disappearance of an entire box of \$100 notes which he himself confessed at the trial to have contained two million dollars. While detailed accounts have been left (except such as did not in this instance concern itself with thousands or tens of thousands, but with lakhs and millions. These having financial dealings with Mr. Ching in Kweilin, at Canton, and on board the Wing Fung, and some of his colleagues in the Bank, including the then Vice-Minister of Finance, now Governor of the Province, gave evidence. There was really no further room left for doubt as to his guilt. The full judgment has been published in the Press.

Furthermore, it is a matter of common knowledge that Mr. Ching was formerly a poor man. Now he is rolling in wealth possessing shares, houses and lands in Hongkong, Shanghai, and elsewhere valued in terms of lakhs and millions. Surely it has been a mushroom growth. It is a notorious fact that the shares of the Green Island Cement Company in Hongkong owed the fall recently to the manipulation of Mr. Ching. Is it not fair then that a thief be made to disgorge? Corruption is the bane of Chinese politics. Every effort must be made to bring about a better order. Criminals must be brought to account and those who contemplate such a criminal career must be given an object lesson that will serve as a powerful and convincing deterrent.

GENERAL WU PEI-FUS
NARROW ESCAPE.MAROONED FOR EIGHT HOURS
ON A BROKEN BRIDGE.

General Wu Pei-fu was recently in a position of grave peril. Heavy rains had caused the Loyang River to overflow, and General Wu, accompanied by four bodyguards, went out in a motor-car to inspect the floods. When crossing the "Tientsin bridge, some arches of the bridge collapsed just after the car had passed over them. It was discovered that the other end of the bridge had also collapsed, and the General was thus marooned on the central part of it.

The officers at his headquarters waited for two hours for his return, but there was no sign of it. One of the brigade Commanders went out with some of his men to ascertain the whereabouts of the General, and he was confounded when he saw the Chief's car stuck on the broken bridge. No boats were to be seen and a message was sent to the Railway Station for a motor-boat and a few sampans. While awaiting their arrival Colonel Chang called upon any soldier of the company who could swim to carry a message to the Chief asking him to wait for the arrival of boats. Immediate promotion with a reward of \$600 was offered. Fifteen soldiers at once plunged into the rushing river, and eleven of them went under. Four succeeded in reaching the bridge, but two of them succumbed with fatigue on reaching it. It took eight hours to save General Wu Pei-fu from the danger.

TRAVEL ARRANGEMENTS

FROM

HONGKONG TO ENGLAND

VIA

CANADIAN NATIONAL RAILWAYS.

Bookings made on all Trans-Pacific Steamship Lines in connection with Canadian National Railways from Victoria, and Vancouver to Montreal and New York, Choice of Trans-Atlantic Steamers to Liverpool, London and Glasgow.

Descriptive booklets, fares and all information supplied on application.



GENERAL TRAFFIC OFFICES:

PHONE C. 2004.

QUEEN'S BUILDINGS, CHATER ROAD.

HUGO STINNES LINIEN

Regular Monthly Freight and Passenger Service between Japan, China, Hongkong, Manila and Straits and Hamburg and other North Continental Ports.

OUTWARD from Hamburg via Ports of Call

Steamers	Tonnage, d.w.	Arrival
*Adolf von Baeyer ...	9,000 tons	First half of October
*Emil Kirdorf ...	9,000 tons	First half of November
*Schoer ...	12,300 tons	First half of December
*Albert Vögler ...	9,000 tons	

HOMEWARD for Antwerp, Rotterdam and Hamburg

Steamers	Tonnage, d.w.	Departure
*Albert Vögler ...	9,000 tons	22nd Sept. Calling at Manila
*Emil Kirdorf ...	9,000 tons	21st Oct. do.
*Adolf von Baeyer ...	9,000 tons	
*Schoer ...	12,300 tons	

* These steamers are fitted with all comfort for the convenience of about 50 first class passengers.
† Cargo boat.

AGENTS

REUTER, BROCKELMANN & CO.

26, Des Vieux Road Central.

Phone Central No. 478.

KONINKLYKE PAKETVAART
MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

"VAN CLOON"

will be despatched to

SINGAPORE & BELAWAN-DELI Direct.

13th October, 1923.

1st Class Fare to Singapore:—\$100.

This vessel offers excellent cabin accommodation for saloon passengers.

Single and double cabins.

Wireless Telegraphy.

For Freight and passage apply to:—

JAVA-CHINA-JAPAN-LYN,

Telephone Central No. 1574.

Agents.

MAILS BY AIR.

NEW SERVICE STARTED TO GERMANY.

The development of the civilian air service is indicated by the announcement of the Postmaster-General of the commencement of a new service of air mails between Great Britain and Germany.

It is notified that letters may be posted for despatch by through air mail from London to Bremen, Hamburg, and Berlin, the air fee being 3d. per ounce. Parcels cannot at present be sent. It is a daily service. The mails close at the G.P.O., London, at 6 a.m. each week-day. Letters forwarded by the new service should be delivered in Bremen, Hamburg, and Berlin on the morning after despatch from London, or if the express fee (6d.) is prepaid, in addition to the postage and air fee, on the evening of the day of despatch from London.

By connecting with night mail trains from Bremen, Hamburg, and Berlin, the service offers an advantage for letters for more distant destinations, notably for Copenhagen and the rest of Denmark, and for Norway and Sweden.

BY AIR TO CHANNEL ISLANDS AND GUERNSEY.

A service of hydroplanes flying to the Channel Islands and Guernsey is to be opened shortly from Woolston, Southampton. As this trip is made in the Channel Islands by sea is often very rough, it is expected that the new service will be popular with visitors.

The Cherbourg section will be run in connection with the sailings of the Atlantic liners from that port, and on the English side of the Channel trains will be run to connect with the flights.

The distance from Southampton to the Channel Islands is a little over 100 miles, and the journey will occupy about an hour and a quarter. The machine to be used is the super-marine Sea Eagle, which took part in the King's Cup race round Britain. In its sea-going condition it will carry six passengers and a pilot and navigator.

AIR TRIPS TO SWITZERLAND.

An extension of the London-Paris air service to Basle and Zurich is announced by Handley-Page Transport (Limited). The journey will be made in about six and a half flying hours, and will save about 12 hours on the existing time required to reach Zurich.

It is intended this season to make three outward and three inward flights per week, these possibly being reduced later in the year to a week-end flight only, which will enable sportsmen to leave London on Friday for the winter sports in Switzerland, and return home on Monday.

Twin-engine Handley-Page aeroplanes, fitted with two Rolls-Royce engines, will be employed, and will carry 10 passengers and their luggage. It is hoped that the journey from Zurich or Basle will be continued by train to Milan to join there later on with the Italian air service to Brindisi and beyond.

NEW PRESIDENT OF PORTUGAL.

ELECTION OF MINISTER TO GREAT BRITAIN.

Sebastião Manuel Teixeira Gomes, G.C.B.E., the Portuguese Minister to Great Britain, has been elected President of the Portuguese Republic by an overwhelming majority.

He was to leave London in the middle of September to take up his high office.

"I shall have many regrets and many pleasant memories on leaving England," said the new President. "I have been here for twelve years, and always I have found the British Government and the British people generous and honourable."

"The office of President is in Portugal a non-political one. But, within the limits of my duties, I shall do everything I can to maintain the stability of the Anglo-Portuguese Alliance."

"I have firm faith in the future of Portugal, which is peaceful and well-governed. Like other nations that fought in the war, we have had our difficulties since 1918. I think I can say that the Portuguese have met these with courage. At any rate, we have drawn inspiration from the manner in which our friends the English have met theirs."

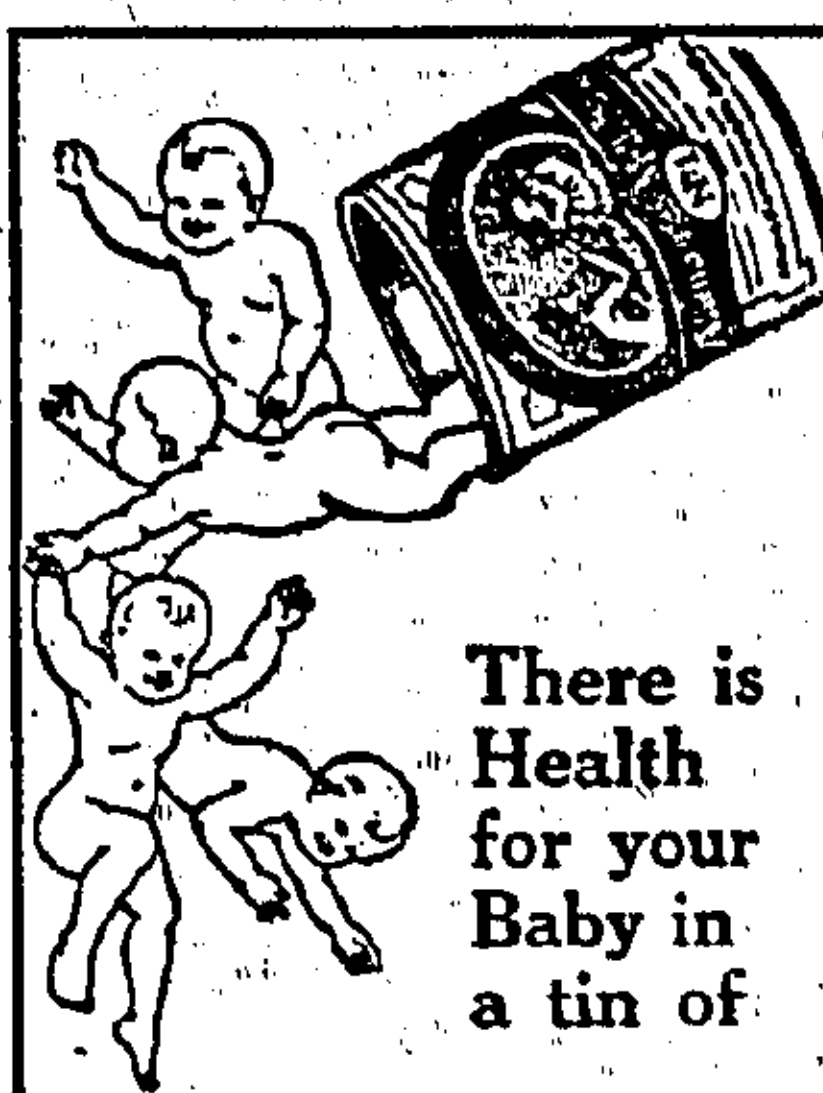
Sebastião Gomes, who belongs to an old and distinguished family (his grandfather was an officer in Napoleon's army), has had a many-sided career.

For several years he was an art critic and free-lance journalist in Lisbon. Then for two decades he travelled in Europe, Africa, and the East. For several months he lived among the Tuaregs—the veiled and mysterious people of the North African deserts.

Meanwhile he wrote novels and plays, as well as books on art and travel.

SERIES OF ALPINE TRAGEDIES.

Messages from Switzerland report several Alpine tragedies, says a London wire of August 28th. Yesterday, the eleven-year-old daughter of the Swiss Consul at Dueseldorf, with her governess, fell down the south side of the Piesenach and were killed, their bodies being recovered. Another shocking accident occurred at Rothornzinal, when father and son, who were climbing without a guide, fell from a precipice a distance of 2,000 feet. Sir Henry Hayden, who left Lauterbrunnen on August 10th accompanied by three guides, with the intention of climbing Schreckhorn, is now missing. The party was last seen on August 12th at a hut on Finsteraarhorn after having crossed the Jungfrau, and it is believed that they met with an accident on the Cassinich. Sir Henry Hubert Hayden was Director, Geological Survey of India. He was born in 1859. A later message says—The dead bodies of Sir Henry Hayden and two of his guides have been found at Finsteraarhorn.



There is Health for your Baby in a tin of

'Allenburys' Milk Food No. 1

The first food in the 'Allenburys' Progressive System of Infant Feeding. It resembles as closely as possible baby's natural dietary—mother's milk. The casein which is present in cow's milk or ordinary dried milk, and which forms hard, indigestible masses in baby's stomach, is removed by a unique process of manufacture, making the Milk Food No. 1 ideal for bottle-fed babies from birth to 3 months.

Write for further particulars and free copy of 'Allenburys' book on 'Infant Feeding and Management.'

Allen & Hanburys Ltd.

40 Canton Road, SHANGHAI.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 17th.

	Previous Day	On Date	On Date
	at 1 p.m.	at 5 a.m.	at 3 p.m.
Barometer	30.75	30.83	30.83
Temperature	84	79	83
Humidity	72	74	73
Wind Direction	E	SE	E
Force	3	4	4
Weather	C	O	O
Rain	0.09	0.00	0.00
Highest open-air temperature on 16th	84		
Lowest open air temperature on 17th	80		

DESOLATION IN PETROGRAD.

The desolation in Petrograd is vividly described in a letter to *The Times* by an ex-resident. The housing problem which is most acute, in spite of the depleted population, is drawing near to a real catastrophe. Houses are falling into decay and are hardly habitable. Dwelling in the suburbs is equally bad. People are herded into the centre town. Each private citizen has a right to ten square yards living space. If he occupies more strangers are billeted on him. The Soviet's ruthless taxation has ruined shops which have been forced to close down. Private enterprise is strangled physically and spiritually and the population is condemned to death. There is practically nothing left to sell. Peasants refuse to hatter produce for unwanted articles. Children are forced in the streets to join in the struggle for bread by means inconceivable by Western Europeans. Most of the children are utterly lost. The fate of children without parents or relations is more terrible. They wander in the streets in tens of thousands like pariah dogs and are constantly killed through hunger and disease. Yet their ranks are rapidly refilled.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.

ANTUNG via SWATOW	"ESANG"	Tuesday, 18th Sept., Noon.
NINGPO & SHANGHAI	"CHIPSHING"	Wednesday, 19th Sept., D.L.
TSINGTAU via WEIHAIWEI		
TSINGTAU via SWATOW	"KWONGSANG"	Wednesday, 19th Sept., Noon.
SHANGHAI	"LEESANG"	Friday, 21st Sept., 5 a.m.
HAIPHONG via HOIHOW	"YUSANG"	Friday, 21st Sept., 10 a.m.
SHANGHAI via SWATOW	"WINGSANG"	Friday, 21st Sept., 3 p.m.
MANILA	"FOOSHING"	Sunday, 23rd Sept., 10 a.m.
FOOCHOW	"HANGSANG"	Sunday, 23rd Sept., 3 p.m.
BANGKOK via SWATOW		
TSINGTAU via SWATOW	"YATSHING"	Wednesday, 26th Sept., Noon.
SHANGHAI	"MAUSANG"	Friday, 28th Sept., Noon.
SANDAKAN	"HOSANG"	Friday, 28th Sept., Noon.
KORE	"TUNGSHING"	Friday, 28th Sept., Noon.
SHANGHAI via SWATOW	"CHUSANG"	Saturday, 4th Oct., D.L.
BANGKOK via HOIHOW	"HOSANG"	Friday, 12th Oct., 3 p.m.
STRAITS & CALCUTTA		

CALCUTTA LINE—This line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta, steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo calling at Haiphong when inducement offers.

BORNEO LINE—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, "BINBANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken at through Bills of Lading for Kuala Lumpur, Labuan, Tawau and Lihad Data.

INDIA LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "HOSANG" will be despatched on or about Saturday, 12th Oct., at 3 p.m., for SINGAPORE, PENANG & CALCUTTA

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to:—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGER.

TELEPHONE CENTRAL No. 215

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.

Vessel	Due Hongkong
"GLENOGLE"	28th Sept.
"CARMARTHENSHIRE"	6th Oct.
"GLENAMOX"	22nd Oct.
"GLENAPP"	5th Nov.

HOMEWARDS.

Vessel	Leaves Hong.	Discharges
"GLENSANDA"	18th Sept.	Genoa, London, Rotterdam and Hamburg.
"PEMBROKESHIRE"	2nd Oct.	London, Rotterdam and Hamburg.
"GLENLUCE"	11th Oct.	Genoa, London, Antwerp, Rotterdam and Hamburg.

Movements are subject to change without notice. For freight or further particulars please apply to:—

Jardine, Matheson & Co., Ltd.,

The Glen Line, Ltd., AGENTS.

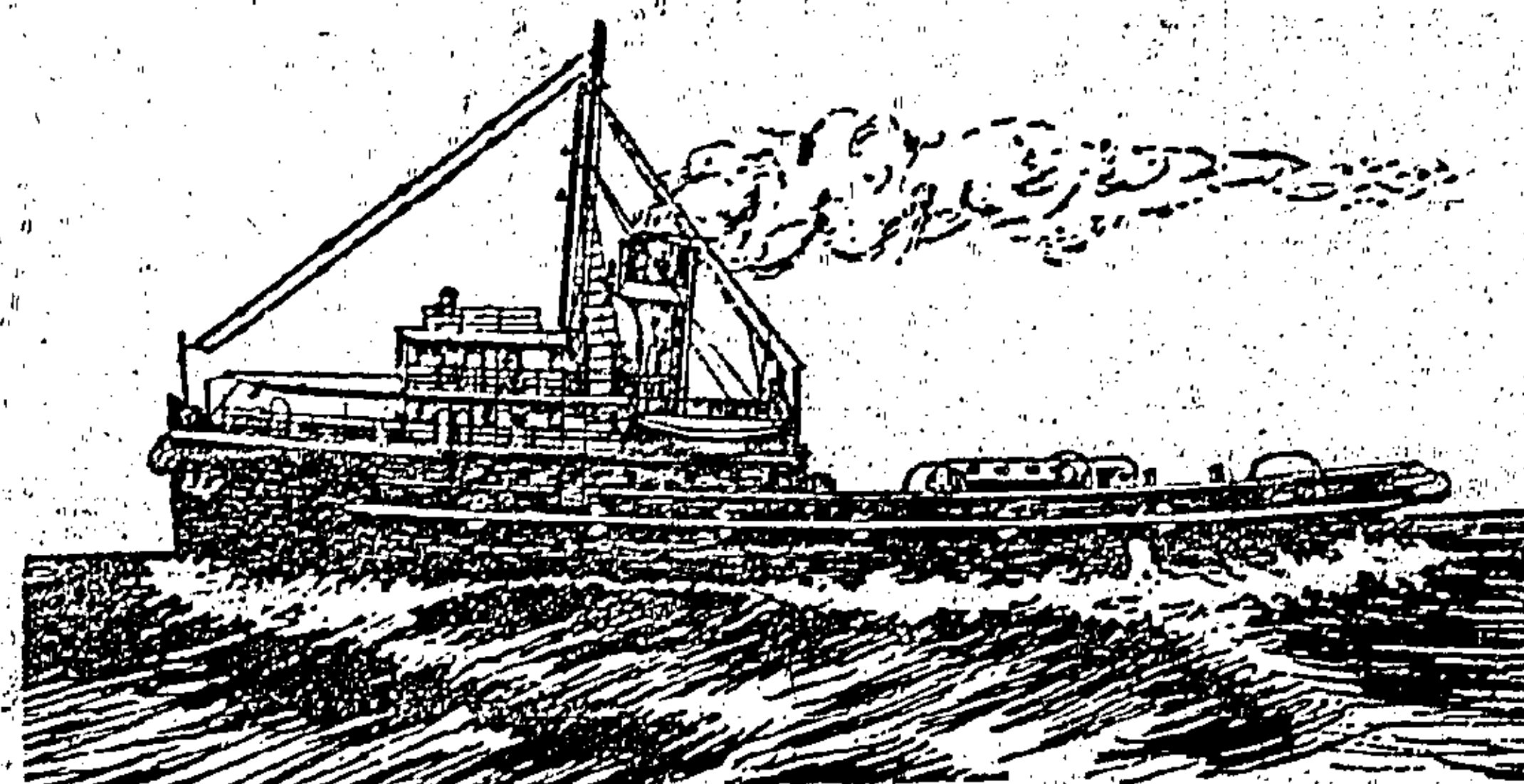
Telephone: Central No. 215 sub-ex. 12 and Central 2592.

The HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.

Codes Used A1, A.B.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer.

"Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong for their own service, 1921. Length 165' B.P., Breadth 34' (m) Depth 17' (m) L.H.P. 2000. Fitted with electrically driven submarine and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager:

R. M. DYER, B.Sc., M.I.N.A. Kowloon Dock, HONGKONG.

Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG & HAIPHONG.

SAILING FROM HONGKONG.

For HAIPHONG via Hoihow & Pakhoi

s.s. "TAIKWA MARU" ... on or about 20th Sept.

For KEELUNG via Swatow & Amoy

s.s. "NANYO MARU No. 1" ... on or about 20th Sept.

For further particulars, please apply to:—

S. MITARAI

Agent.

Branch Office: No. 27, Bonham Street, West.

Tel. Central No. 155.

Top Floor, King's Building, Tel. Central No. 140.

SHIPPING NEWS

ARRIVALS.

September 16th.
La Pit Tai, Chinese str., 451 tons, Capt. J. A. de Lemos, from Kwang Chow Wan, with a general cargo.—Kwong O S.S. Co.

Esang, British str., from Canton.

Saudi, Portuguese str., 440 tons, Capt. G. A. de Souza, from Kwang Chow Wan, with a general cargo.—Po On S.S. Co.

Tjimonck, Dutch str., 3,510 tons, Capt. D. Pals, from Batavia, with a general cargo.—J.C.J.L.

September 17th.

Mizuna Maru, No. 25, Japanese str., 883 tons, Capt. C. Kawamoto, from Koolung, with coal.—Suzuki & Co.

Dances Castle, British str., 2,024 tons, Capt. W. J. Donohue, from Shanghai and Keelung, with a general cargo.—Dodwell & Co.

Chapling, British str., from Canton. *Glencauld*, British str., 4,063 tons, Capt. W. J. Ings, from Shanghai, with general cargo.—J. M. & Co.

Hoi Fung, British str., 1,416 tons, Capt. Ellis Walker, from Swatow, with general cargo.—Douglas, Laprak & Co.

Haiman, Panama str., from Canton. *Isle de France*, Spanish str., 3,484 tons, Capt. A. Vireo, from Kobe, with general cargo.—Botelho Bros.

Kasari, British str., 565 tons, Capt. T. R. Nicol, from Swatow, with a general cargo.—Lien Fat.

Louisa, British str., 672 tons, Capt. T. Croft, from Haiphong and Hoihow, with a general cargo.—J. M. & Co.

Lina, British str., 1,351 tons, Capt. D. Harrison, from Bangkok, with general cargo.—B. & S.

Loreto, British str., 1,406 tons, Capt. R. K. McLean, from Bangkok, with a general cargo.—H.M.H. Nemazee.

Lycaon, British str., 4,814 tons, Capt. A. L. Gordon, from Fouchow, with a general cargo.—B. & S.

Muji Maru, Japanese str., 2,201 tons, Capt. U. Osawa, from Rangoon, with a general cargo.—N.Y.K.

Nishigami Maru, Japanese str., 1,923 tons, Capt. S. Sato, from Miki, with coal.—Mitsubishi Kaisha.

Peking, Chinese str., 334 tons, Capt. Ho Kim Hui, from Kwang Chow Wan, with a general cargo.—Chung Tung S. S. Co.

President Madison, American str., 8,341 tons, Capt. Thos. P. Quinn, from Manila, with a general cargo.—Admiral Oriental Line.

Shanghai, British str., 1,228 tons, from Shanghai, with a general cargo.—R. & S.

Shien Maru, Japanese str., 1,991 tons, Capt. J. Kasakawa, from Karatsu, with coal.—O.S.K.

Sicilia, British str., 4,188 tons, Capt. E. C. Miller, from Shanghai, with a general cargo.—Mackinnon, Mackenzie & Co.

Wingung, British str., 1,517 tons, Capt. J. D. Simpson, from Manila, with a general cargo.—J. M. & Co.

Yanum, Chinese str., 684 tons, Capt. Chan Chat, from Hoihow, with a general cargo.—Yan Woo & Co.

CLEARANCES.

September 16th.
Fushiki Maru, for Canton.
Kishi Maru, for Keelung.
Sumi Maru, for Keelung.

September 17th.
La Pit Tai, for Kwang Chow Wan.
Amherst, for Hoihow.
Bances Castle, for Manila.
Burcinovitz, for Canton.
Chapling, for Canton.
Fenghe, for Canton.
Grave Dollar, for Keelung.
Haitan, for Hoihow.
Hong Kong, for Swatow.
Isle de France, for Manila.
Kwong O, for Canton.
Lycaon, for Singapore.
Muji Maru, for Miki.
Shanghai, for Canton.
Saudi, for Hoihow.
Tai Sui Maru, for Kongmoon.
Tsuyama Maru, for Shanghai.
Yanum, for Tientsin.

PASSENGERS.

Per s.s. *Hai Pong*, on September 17th.
 Conningham.

Per s.s. *President Madison*, on Sept. 17th.—From Manila: Mr. and Mrs. Ray W. Berdeau, Miss Adeline C. Bartlett, Mr. Charles Bond, Miss Harriet Cummings, Mr. Sam Davis, Mrs. Margaret Davis, Mr. Firdhas Ganmal, Mr. Walter Ganz, Mr. Cecil B. Bird, Mr. Wilhelm Beckman, Mrs. Anna Herle, Mr. Shirley Roberts, Col. John W. Craig, Mr. Amzie B. Kelly, Mr. and Mrs. Edward Messerly, Miss Edith M. Hill, Mrs. Bertha Krebs, Miss Helen Lyons, Mr. Jorgan O. Homland, Mr. and Mrs. Jas. H. Schwartzkopf, Mr. Felix Fezengren, Lieut. T. Zroli, Mr. Chas. Feliman, and Mr. H. E. Nelson.

Per P.M. s.s. *President Lincoln*, on September 16th.—For Shanghai: Mr. Joseph Ashour, Mr. and Mrs. A. J. Alsdorf, Mrs. M. L. Brannigan, Mr. N. Borinichovitz, Mr. and Mrs. C. A. Greiner, Mr. C. W. Hing, Miss D. Holgate, Mr. and Mrs. Wm. Irons, Mr. L. McCall, Mrs. A. E. Niven, Miss G. A. Niven, Mrs. M. Quetch, Mrs. B. W. Shier, Miss Julia Shier, Mr. G. G. Scott, Mr. and Mrs. Wm. A. Tingle, and Mr. W. Young.

For Kobe: Mr. W. W. Ewing, Mr. G. M. Henphy, Mr. K. Mixer, Mr. Luis Mabunay, Mr. W. Mallary, Mr. Gregorio Singian, and Mr. A. V. Ward. For San Francisco: Mrs. R. F. Armstrong, Mr. Wm. A. Berendsohn, Miss M. Bakken, Mr. M. A. Check, Mr. David Check, Mr. and Mrs. L. H. Fernandez.

Mrs. W. A. Hepple, Dr. and Mrs. F. C. Heckel, Miss Paddy Kidwell, Mr. H. G. Murray, Mr. C. A. Massel, Dr. and Mrs. W. H. Perkins, Mr. D. A. Ross, Mr. and Mrs. H. M. Sallet, Miss Elizabeth Sallet, Miss Jeanne Sallet, Mrs. L. R. Sweet, Miss Arabella Sweet, Mr. Tow Low, Mr. and Mrs. E. Walton, Miss M. Worcester, and Mr. Wm. Worcester.

SHIPPING MOVEMENTS.

The B.L. and Apen Line's s.s. *Graciosa*, left Singapore for this port on the 16th inst., with the outward English mails, and is due here on the afternoon of the 22nd inst.

The s.s. *Knight Templar* (Blue Funnel), for Genoa, Marseilles, Liverpool and Glasgow, left Shanghai on September 17th, for this port, and is due here on September 20th. She will be despatched at daylight on Sept. 22nd.

The s.s. *Phenix* (Blue Funnel), from Liverpool, left Singapore on September 15th, daylight, and is due here on Sept. 19th, a.m.

The s.s. *Telemaque* (Blue Funnel) arrived at Boston on September 15th.

VESSELS EXPECTED

Andros-Lelou (M.M.), due September 20th, a.m.

Angers (M.M.), due Sept. 25th.

Braceuch (Bon Line), due Sept. 20th.

Chili (M.M.), due Oct. 9th.

Lombard (Rickmers Line), due to-day.

Premius (Blue Funnel), due Sept. 19th.

President McKinley (Admiral Oriental Line), due Sept. 20th.

THE LARGEST SHIP BUILT IN AUSTRALIA

The "largest vessel constructed in Australia" was successfully launched recently at Cockatoo Island. The *Forbade*, the 47th vessel built at the island is for the Commonwealth Government Line, and will be of 12,500 tons burthen. It is proposed to install boilers and engines, which will be the largest of their type constructed in the Commonwealth. The vessel will be propelled by two twin screws, and the main engines will be of four cylinder reciprocating type. The boilers, which are ready, are of the return tubular type, and six in number, each weighing 40 tons. The *Forbade*, which will develop a speed of 14 knots, will be ready for sea before the end of the year. The keel of a sister ship to the *Forbade* is being laid at Cockatoo Island. This vessel will be the last of the Commonwealth Government's shipbuilding programme. It is expected to launch this vessel within 12 months, and complete her for sea within 18 months. Most of the material for the second 12,500 tons liner is now at Cockatoo Island.

SALVAGING THE BULLION.

A tale of persistence and ingenuity is unfolded in connection with the efforts to salvage £7,000,000 worth of gold and silver aboard the *Laurentie* which was sunk off Lough Swilly in 1917. Hitherto the whole bullion has been recovered with the exception of a few bars of gold which will be raised in a fortnight. There were deadly fights with huge dogfish on the part of divers whose daily life was at a depth of 90 feet where owing to darkness divers were armed with special spears electrically connected to the salvage ship. A diver prodded the wreckage with the spear thus enabling watchers to determine by means of a galvanometer whether the article prodded was base metal or gold.

A new submarine tractor, moving on the sea bottom, fitted with caterpillar wheels and searchlights and operating at depths fatal to a diver is about to be tried for the salvage of the remainder of the gold on the *Laurentie*. The crew will operate the tractor enclosed in a steel caisson.

WEATHER REPORT.

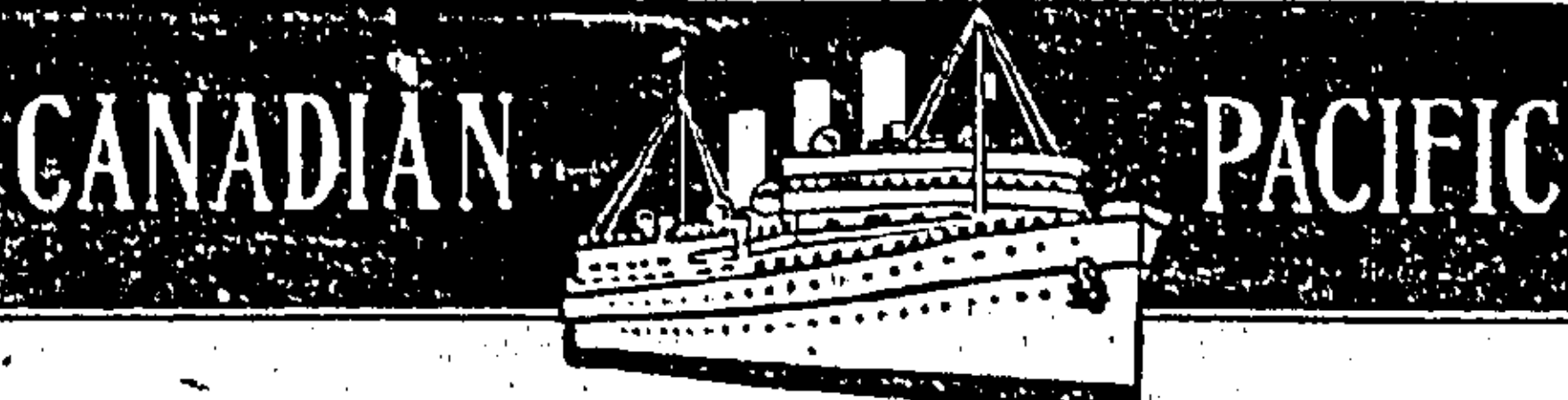
September 17th at 10.05.—Pressure has increased moderately from Chetoo to Fouchow and slightly at the majority of other reporting stations. There are indications of a depression or typhoon on the East of the Philippines.
 Hongkong rainfall for the 24 hours ending at 18 hours, 17th September, 0.0 inch. Total since January 1st, 83.49 inches, against an average of 71.85 inches.
 The forecast for the 24 hours ending at 18 hours, 18th Sept., is as follows:—
 Distance Forecast
 Formosa Channel ... N.E. winds, moderate, fair.
 Hongkong to Gap Rock ... do.

South coast of China between Hongkong and Lamoo ... do.
 South coast of China between Hongkong and Hainan ... do.

HONGKONG TIDE TABLE

From Sept. 18th to 24th, 1923.

HIGH WATER.		LOW WATER.	
Day of Week	Time	Day of Week	Time
Tues. 18	h. m. ft. in.	Wed. 19	h. m. ft. in.
18	2 38 6 5	19	10 22 4 5
19	2 27 4 0	20	9 57 2 3
20	2 14 2 5	21	9 41 2 2
21	2 01 1 4	22	9 24 1 1
22	1 48 0 3	23	9 07 0 0
23	1 35 0 0	24	8 50 0 0
24	1 22 0 0		
25	1 09 0 0		
26	9 37 0 0		



CANADIAN PACIFIC

HOME VIA CANADA

Hongkong to England
 via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.

From Hongkong	Due Vancouver	From Canada	Due England	
Empress Canada	Sept. 22	Oct. 8	Empress France	Oct. 13
Empress Russia	Oct. 4	Oct. 22	Empress Scotland	Oct. 27
Empress Asia	Nov. 1	Nov. 19	Empress Scotland	Nov. 24
Empress Canada	Nov. 17	Dec. 3	Empress France	Dec. 9
Empress Russia	Nov. 29	Dec. 17	Empress Scotland	Dec. 23

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg, and Hamburg. Allotment of cabins on Atlantic steamers held aloft and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily.
 Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

Passenger Department: Tel. 752. Cables: GACANPAC.
 Freight and Express: Tel. 42. Cables: NAUTILUS.

T. K. K.

THE PATHWAY OF THE SUN

REDUCED FARE TO EUROPE.

First class throughout. £120. Mono class steamers to the Atlantic. £112-£110.

HONGKONG TO SAN FRANCISCO
 VIA SHANGHAI, THE INLAND SEA, JAPAN AND HONOLULU.

STEAMERS LEAVE HONGKONG
 TAIYO MARU (calling at Manila and Keelung) ... 22,000 tons, Sept. 25th.
 TENYO MARU (calling at Keelung) ... 22,000 tons, Oct. 25th.
 KOREA MARU (calling at Manila and Keelung) ... 20,000 tons, Nov. 1st.
 SHIYO MARU (calling at Manila and Keelung) ... 22,000 tons, Nov. 16th.
 SIBERIA MARU (calling at Dairen) ... 20,000 tons, Nov. 28th.

HONGKONG TO VALPARAISO
 VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLEND, AFRICA AND IQUIQUE.
 THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AYRES.

STEAMERS LEAVE HONGKONG
 *JINYO MARU ... 16,000 tons ... September 25th.
 ANYO MARU ... 18,700 tons ... October 20th.
 SEIYO MARU ... 14,000 tons ... December 4th.
 HAKUYO MARU ... 18,500 tons ... January 15th.

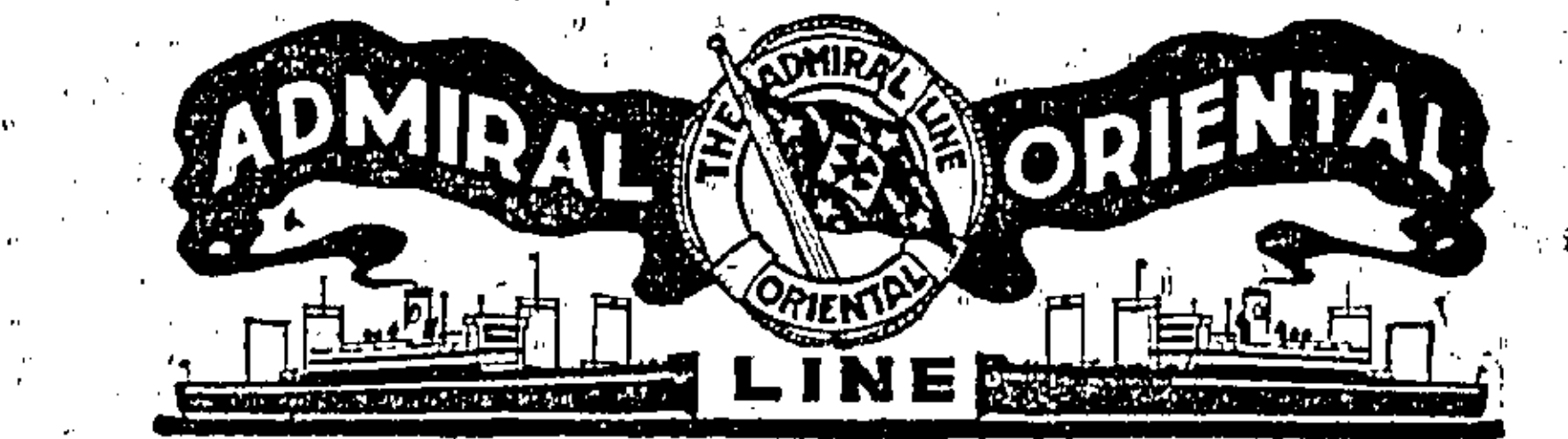
*This steamer will not call at Honolulu, Hilo and San Francisco.

JAPAN-HONGKONG-JAVA SERVICE.
 between
 OSAKA, KOBE, MOJI, DAIREN, HONGKONG, BATAVIA, SAMARANG AND SOERABAYA.

STEAMER DESTINY LEAVE HONGKONG
 PERSIA MARU (Keelung, Moji, Kobe and Osaka) ... October 3rd.
 NEW YORK LINE, (Freight only.)
 VIA JAVA AND SUEZ.

STEAMER LEAVE HONGKONG
 MERYO MARU ... about September 21st.

For full information regarding Passengers, Freight & Sailings.
 Apply to—
 Agents at Canton: Y. TSUTSUMI, Manager, King's Building, Tel. No. C. 2174 & 2375.
 Messrs. T. E. GRIFFITH.



ADMIRAL ORIENTAL LINE

FREIGHT AND PASSENGER

THE NEW FAST AMERICAN STEAMERS TO SEATTLE & VICTORIA

SHANGHAI—KOBE—YOKOHAMA.

"PRESIDENT MADISON" ... Sept. 16th.
 "PRESIDENT MCKINLEY" ... Oct. 1st.
 "PRESIDENT JACKSON" ... Oct. 13th.

TO EUROPE—£120-£112-£110
 First Class on the Pacific. First Class on America or Canadian Railways. First Class and Monoclass and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

TO MANILA

"PRESIDENT MCKINLEY" ... Sept. 22nd.

Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports.
 Copies of this paper are on file in ADMIRAL ORIENTAL LINE OFFICES, New York, Chicago, Seattle.

For Passage and Freight Booking apply to—
ADMIRAL ORIENTAL LINE.
 Hongkong and Shanghai Bank Building (Ground Floor).
 Telephone: Central 2477 & 2478. No. 4, Des Voeux Road.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December, 1922.

With Index. Price £7.50.

On sale at the Hongkong Daily Press.

PACIFIC MAIL

STEAMSHIP COMPANY

MANAGING AGENTS—UNITED STATES SHIPPING BOARD.

TRANS-PACIFIC SERVICE

FAST NEW AMERICAN STEAMERS TO

SAN FRANCISCO

via

SHANGHAI, KOBE, YOKOHAMA & HONOLULU

Sailing and Fares subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120	£112	£110
FIRST CLASS THROUGHOUT.	CABIN CLASS ON ATLANTIC.	SECOND CLASS ON ATLANTIC.

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT	CONNECTING WITH ANY	VISIT
SAN FRANCISCO LOS ANGELES SALT LAKE CHICAGO NEW YORK.	DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.	YOSEMITE GRAND CANYON FEATHER RIVER YELLOW STONE PARK NIAGARA FALLS.

HONGKONG—MANILA

S.S. "PRESIDENT WILSON" ... on or about Sept. 21st.

HONGKONG—CALCUTTA

FREIGHT ONLY
 CALCUTTA via SINGAPORE, PENANG & RANGOON.
 S.S. "LAKE FAULK" ... Oct. 4th, at 5 p.m.

For Full Information regarding Rates, Space, etc., Apply to—
PACIFIC MAIL STEAMSHIP CO.
 1st Floor, QUEEN'S BUILDING, HONGKONG.
 Cable Address: Tel. Central 141. Canton Agents: "SOLANO" 3322. HOLYOAK, MASSEY & CO., LTD.



N.Y.K.

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports
 Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.
 Through passage rates to Europe via America G. \$405, G. \$420 G. \$440

RAGA MARU ... Monday, 15th Oct.
 IYO MARU ... Thursday, 4th Nov., at 11 a.m.
 MARSEILLES, LONDON & ANTWERP via Singapore, &c.
 MISHIMA MARU ... Wednesday, 10th Oct., at 11 a.m.
 HAKOZAKI MARU ... Wednesday, 10th Oct., at 11 a.m.
 HAMBURG via LONDON & ROTTERDAM.
 TSUYAMA MARU ... Wednesday, 19th Sept.
 LIVERPOOL via MARSEILLES & VALENCIA.
 SYDNEY & MELBOURNE via Manila, &c.
 TANGO MARU ... Friday, 28th Sept., at 11 a.m.
 YOSHINO MARU ... Wednesday, 17th Oct., at 11 a.m.
 NEW YORK & BOSTON via PANAMA.
 TOBA MARU ... Monday, 1st Oct.
 BUENOS AIRES via Singapore, Durban & Cape Town.
 KANAGAWA MARU ... End Oct. or beginning Nov.
 BOMBAY via Singapore and Colombo.
 TAMBA MARU ... Thursday, 27th Sept.
 CALCUTTA via Singapore, Penang & Rangoon.
 CEYLON MARU ... Tuesday, 25th Sept.
 NAGASAKI, KOBE & YOKOHAMA.
 ANKI MARU ... Thursday, 11th Oct., at 11 a.m.
 SHANGHAI, KOBE & YOKOHAMA.
 HARUNA MARU ... Tuesday, 25th Sept.
 HARUKATE MARU (Omitting Shanghai) ... Friday, 28th Sept.
 CALCUTTA MARU (Omitting Shanghai) ... Sunday, 30th Sept.
 ROZAN MARU ... Saturday, 6th Oct.

For further information apply to—
NIPPON YUSEN KAISHA
 Telephone: Central Nos. 292, 293 & 2422. E. OGURI, Manager.

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M/S. "JAVA"

will be loading for ROTTERDAM, AMSTERDAM, HAMBURG, optional LONDON, COPENHAGEN and other SCANDINAVIAN PORTS.

About 27th September, 1923.

Further Sailings	Expected on or about	Will leave homebound on or about
M/S. "Chilo"	5th October	10th November, 1923
M/S. "Malaya"	8th November	12th December
M/S. "Asia"	8th December	15th January, 1924

Subject to change without notice.
 For further particulars please apply to—
JOHN MANNERS & CO., LTD.
 Agents.

"ELLERMAN LINE"

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

"CITY OF KIRAKIRI" ... 21st October ... Shanghai & Kobe.

HOMEWARDS.

"CITY OF NORWICH" ... 21st Sept. ... London, Antwerp, Rotterdam & Hamburg.

PASSAGE RATES TO LONDON.

"A" Class Steamers	1st Class £92—2nd Class £62
"B" Class Steamers	1st Class £84—2nd Class £56
"C" Class Steamers	1st Class £58

J.M.S.—"C" Class Steamers comprise those of the Cargo type which have accommodation for a few passengers but do not carry Doctor or Stewards.

Subject to change without notice.

For further particulars apply to—

THE BANK LINE, LTD.

(Tel. Central 7501)

HOLYOAK, MASSEY & CO., LTD., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"BELLEROPHON"	via Suez Canal	20th Sept.
"CITY OF BAGDAD"	via Suez Canal	25th Sept.
"PERSEUS"	via Suez Canal	5th Oct.
"KARONGA"	via Suez Canal	15th Oct.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.

(JOHN SWIRE & SONS, LTD.)

HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	For Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
ANDRE LEBON	—	—	20th Sept.
AMBOISE	—	—	1st Oct.
CORDILLERE	—	—	15th Oct.
ANGERS	24th Aug.	23rd Sept.	29th Oct.
ORILLI	7th Sept.	5th Oct.	14th Nov.
PORTHOS	21st Sept.	23rd Oct.	26th Nov.

RATES OF PASSAGE MONEY TO MARSEILLES.

A CLASS (1st Class) ... 85.00 Od.	B CLASS (1st Class) ... 83.00 Od.
STEAMERS (2nd) ... 68.00 Od.	STEAMERS (2nd) ... 62.00 Od.

Through Tickets to London and Leaving Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boat.)

C. P. "LECOQ" loading for HAYRE, ANTWERP & ORAN, DUNKIRK, about 13th Oct. and may eventually call at Valencia, Oran, Alger, Casablanca, Bordeaux, Rotterdam, (if sufficient inducement offers).

Also through B/Lading issued to HELSINKI, REVAL and RIGA.

Sailings subject to alteration without notice.

For full Particulars apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

2, Queen's Building.

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High-Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, and excellent cuisine.

FOR

SWATOW, AMOY & FOOCHEW

AND RETURN

(Occupying 8 or 10 Days)

HAICHONG	Capt. J. B. Thomson	Friday, 21st Sept., at 1 p.m.
HAIFONG	Capt. W. C. Passmore	Tuesday, 25th Sept., at 1 p.m.
HAIFONG	Capt. Ellis Walker	Wednesday, 19th Sept., at 10 a.m.

Arrivals and Departures from the Company's Wharf (near Elsie Park)

For Freight and Passage apply to—

DOUGLAS LARPAIK & CO.,

(General Managers)

JAPAN COAL

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TORIO

No. 14, PEDDER ST., HONGKONG.

**P. & O., British India
Apcar and
Eastern & Australian
Lines**

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES
CEYLON, JAVA, BURMA, CHINA, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INDOCHINA
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"SIOLIA"	6,812	18th Sept. 4 p.m.	Penang, Colombo, Bombay
"DONGOLA"	5,983	21st Sept. 10 a.m.	Penang, Colombo, Bombay
"MANTUA"	10,982	5th Oct.	Penang, Colombo, Bombay
"SOUHAN"	6,596	17th Oct.	Penang, Colombo, Bombay
"KARMALA"	9,068	19th Oct.	Penang, Colombo, Bombay
"CALEDONIA"	7,822	2nd Nov.	Penang, Colombo, Bombay
"NELLORE"	6,853	3rd Nov.	Penang, Colombo, Bombay
"SIOLIA"	6,812	14th Nov.	Penang, Colombo, Bombay
"MALWA"	10,941	16th Nov.	Penang, Colombo, Bombay
"NYANZA"	7,023	23rd Nov.	Penang, Colombo, Bombay
"KALIAN"	9,068	30th Nov.	Penang, Colombo, Bombay
"SUHAN"	6,596	12th Dec.	Penang, Colombo, Bombay
"DEVANTA"	6,092	14th Dec.	Penang, Colombo, Bombay
"KAISAR-I-HIND"	11,430	28th Dec.	Penang, Colombo, Bombay

1924.

"KHIVA"	9,097	11th Jan.	MARSEILLES & LONDON
"MACEDONIA"	11,089	25th Jan.	via Usual Ports of Call.
"KASHGAR"	8,440	8th Feb.	do
"MOREA"	10,911	22nd Feb.	do
"KARMALA"	9,068	7th March	do
"NALLDERA"	15,993	31st March	do
"DELTA"	8,047	4th April	do
"CHINA"	7,853	18th April	do
"KALIAN"	9,068	2nd May	do

BRITISH INDIA - APCAR SAILINGS

"TANDA"	6,956	23rd Sept.	Singapore, Penang & Calcutta.
"TAKADA"	6,949	3rd Oct.	do

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	6th Oct.	Manila, Thraisy, Island
"ST. ALBANS"	4,500	3rd Nov.	Townsville, Brisbane, Sydney & Melbourne.
"EASTERN"	4,000	1st Dec.	do

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver
The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape
The New Zealand Shipping Co.'s Steamers for South Africa and London via Panama Canal

SAILING TO SHANGHAI & JAPAN

"NELLORE"	6,853	22nd Sept.	Shanghai, Moji & Kobe.
"GRACCHUS"	3,760	25th Sept.	Shanghai.
"SOUHAN"	6,596	29th Sept.	Shanghai.
"MALWA"	10,941	6th Oct.	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,500	8th Oct.	Moji & Kobe.

All dates are approximate, and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
First Saloon Passengers may travel by R.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Fares measured not more than 2 1/2 ft. x 3 ft. x 1 will be received at the Company's Office up to noon on the day previous to sailing.
For Further Information, Passage Fares, Freight Handbooks, etc., apply to—
MACKINNON, MAURIZIE & CO.,
21, Des Voeux Road Central, HONGKONG.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and
NEW YORK

S.S. "CELTIC PRINCE" ... on 30th September!

For Freight and Particulars apply to—

FURNESS (FAR EAST) LIMITED,

Telephone: Central 5165

(Incorporated in Great Britain)

Telegrams (Parapinco)

St. George's Building

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION
LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said."LONDON MARU" ... Sunday, 30th Sept. Saigon
"RIO DE JANEIRO, SANTOS & BUENOS AIRES"—via Saigon
Singapore, Colombo, Durban and Capetown—Passenger Service."CHICAGO MARU" ... Tuesday, 20th Sept.
Singapore, Colombo, Durban and Capetown—Passenger Service."BOMBAY"—fortnightly service via Singapore and Colombo. ... Monday, 25th Sept.
"BORNCO MARU" ... Friday, 5th Oct.
SAIGON, HANGKOW & SINGAPORE—Regular monthly Passenger Service."KISHU MARU" ... Tuesday, 2nd Oct.
CALCUTTA via Singapore and Penang
"MALAY MARU" ... Tuesday, 25th Sept.
VICTORIA, BRATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service."ARABIA MARU" ... Wednesday, 3rd Oct.
NEW YORK via PANAMA—Regular monthly service via Japan Ports San Francisco—Panama and Colon Ports."HAGUE MARU" ... Beginning of Oct.
JAPAN PORTS—Kobe, Yokohama via Shanghai. ... Monday, 22nd Oct.
"AMUR MARU" ... Monday, 22nd Oct.KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers. ... Sunday, 23rd Sept., Noon.
"KALJO MARU" ... Sunday, 23rd Sept., Noon.
"SUNAMARU" ... Sunday, 23rd Sept., Noon.TAKAO & KEELUNG via SWATOW & AMOY. ... Thursday, 27th Sept.
"SOURABAYA MARU" ... Thursday, 4th Oct.
For sailing dates and further particulars please apply to
K. SHIMA, Manager.**C. N. C.
CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure
SHANGHAI, CHEFOO & NEWCHANG	"YOHANG"	On 18th Aug. 4 p.m.
SWATOW & BANGKOK	"KALANG"	On 18th Sept. 4 p.m.
AMOY & SHANGHAI	"KANGHOU"	On 19th Sept. D.L.
SWATOW & SHANGHAI	"CHUSAN"	On 20th Sept. 10 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KURIOHOW"	On 21st Sept. D.L.
SHANGHAI	"SOOCHOW"	On 21st Sept. D.L.
SHANGHAI & TIENTSIN	"SHANTUNG"	On 22nd Sept. D.L.
HOIHOW & BANGKOK	"LINAN"	On 22nd Sept. 10 a.m.
AMOY & SHANGHAI	"LIANGCHOW"	On 23rd Sept. D.L.
SWATOW & BANGKOK	"KWANGTUNG"	On 23rd Sept. 4 p.m.
SWATOW & SINGAPORE	"CHENAN"	On 23rd Sept. 4 p.m.

SHANGHAI LINE.—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Pakow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tientsin). Cargo taken on through B/Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woonang.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "E" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

Telephone Central 22.

(JOHN SWIRE & SONS, LTD.)

CARGO & PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATIONS

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Sandakan, & Aus. Ports
"TAITUAN"	6th October.	11th October.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Lights throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to—

BUTTERFIELD & SWIRE

Telephone Central No. 38.

(JOHN SWIRE & SONS, LTD.) Agent

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

U.S.S.R. "West Carmona" ... 30th Sept.

Leave Hongkong 1st Oct.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA AND P. I. PORTS.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

TO MANILA AND SINGAPORE.

U.S.S.R. "West Cactus" ... 29th Sept.

Leave Hongkong 30th Sept.

For Full Information Apply to

STRUTHERS AND BARRY.

L. EVERETT,

General Agent for

JAPAN-ORINA-PHILIPPINES.

INDO-CHINA-Straits & Java.

1st Floor, Queen's Building.

Phone Central No. 3008.

K. A. HEYUM, Res. Agent.

(22)

DODWELL & CO., LIMITED

NEW YORK BERTH

For BOSTON & NEW YORK via SUEZ

S.S. "SURUGA" ... sailing on or about 10th Oct.

LLOYD TRIESTINO.

TAKING CARGO FOR GENOA, NAPLES, VENICE, TRIESTE AND ALL OTHER ITALIAN PORTS. ALSO CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS. REDUCED FARE FROM HONGKONG TO ITALIAN PORTS 266.

FOR SHANGHAI YOKOHAMA & KOBE.

S.S. "VENEZIA" ... sailing on or about 2nd Oct.
S.S. "FIUME-L" ... sailing on or about 2nd Nov.

FOR BRINDISI, VENICE & TRIESTE

Via SINGAPORE, PENANG & COLOMBO.

S.S. "ROSANDRA" ... sailing on or about end of Sept.
S.S. "VENEZIA" ... sailing on or about end of Oct.
S.S. "FIUME-L" ... sailing on or about end of Nov.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

S.S. "UMSINGA" ... sailing from Calcutta on or about 25th Sept.
Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Telephone Central 1030.

Agents.

